

Official and Classified ADVERTISEMENTS

Continued from Page 23

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Kaith Karsulsh wishes to thank all skippers and others for their kind encouragement and support of his intention to apply for a Salesmen's licence in 1979.

OFFICIAL Notice. Proposal to change a ship's name. We Patrick Enterprises Ltd., of 19, Dandy Road, Brighton, Devon, owners of the fishing boat "Granite Melin", of Linton, official number 309894, of gross tonnage 257 tons, of registered tonnage 70 tons, previously owned by Andrew Brian Adams, of Five Acres Farm, Bideford, Devon, Linton, Devon, propose to change her name to "Imperial" and to register her at Linton. Any objections must be sent to The Registrar General of Shipping and Seamen, Maritime Road, Cardiff CF9 2YS within 7 days of the appearance of this advertisement. Signed J. R. Hoshin, Director, 2nd October 1978.

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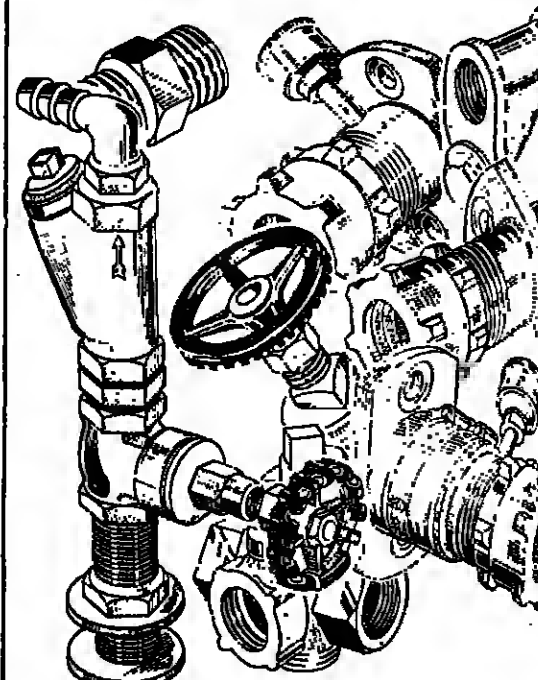
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ITALY SENDING FREEZER SHIPS TO CORNWALL

ITALY IS planning to base freezer trawlers off Cornwall this winter where they will be transhipping catches from British vessels. This was revealed last week during a *Fishing News* visit to Italy as part of a fish export mission organised by the White Fish Authority. Approaches are understood to have been made to British firms already involved in the mackerel fishing to handle catches for two ships. Each ship will have around 60-tonnes a day freezing capacity.

The Italian vessels will join 35 other foreign factory ships expected to be based off the Cornish coast. Korea is another country reported to be interested in sending factory ships.

The Italian venture involves two of Italy's biggest processing companies — Gioia & Celgano at Voltri and Tonino at Anzio — which has so interest in the vessels.

Aldo Celgano told *Fishing News* that his factory needs 8,000 tonnes of mackerel a year. Only last week, he bought 1,000-tonnes from Germany in a single day.

This week a Russian ship was expected at the Italian port of Genoa with fish transhipped off the Scottish west coast. With tonne, there can be no profit in it for the Russians. This leads to speculation about why the Italians are bothering to send their own freezers on the mackerel.

In *The Sunday Times* this week, it was revealed that Clipper Seafoods will be handling a further Italian ship owned by Benark Ltd., a Jersey-based company in which Clipper has an interest. Last year, three Italian



Fraserburgh fish processor, George Jack left in Italy last week with Aldo Celgano, whose firm is involved in the deal to send Italian trawlers to Cornwall.

Mackerel fears —quota is cut

THE EXPECTED invasion of the south-west mackerel grounds has forced the Government to cut the daily quota. From last Monday it was reduced from 6 tonnes to 3½ tonnes per crew member per day at sea.

This move has been stimulated by very high catches off the Scottish west coast and, as forecast in *Fishing News*, there could be further reductions in quotas as the south-west season progresses.

Jim Lovie, chief executive of the Scottish Fishermen's Organisation, said it had approached the Ministry a few days before the announcement, pressing for a return to the 3½ tonnes per man restriction which was introduced last year.

"We hope this will prove that we are responsible people concerned with preserving fish stocks and not exploiting them," he said.

Mr. Lovie added that the industry had always been doubtful of the scientists' claim that stocks were plentiful.

Mrs. Daphne Lawry, secretary of the Cornish Fish Producers' Organisation, said the Ministry's decision was "just tinkering with the old licence." New and more stringent regulations were needed.

For organisation would continue to press for the entire hand-line fleet to be free of licensing restrictions.

NAVY 'IGNORES' BIG POACHERS

BIG TRAWLERS from Hull and Fleetwood are being allowed to 'got away with murder' off the Scottish west coast.

They are fishing a quarter of a mile off the beach at Skye and he Navy is turning a 'blind eye'.

These claims were made at a meeting of Scottish skippers in Ullapool last week. The Scots are particularly incensed because, in the past, the Navy has given a hard time to small local boats fishing inside the limit. In one case a fisherman was sentenced to three months' jail.

One skipper told *Fishing News* that he had been fishing a cove off the Skye coast when a Hull trawler swept between him and the rocks.

The matter has now been referred to the Scottish Fishermen's Organisation, which is understood to be taking up the case with the Department of Fisheries.

Scottish fishermen defending the local boats are mainly from the east coast.



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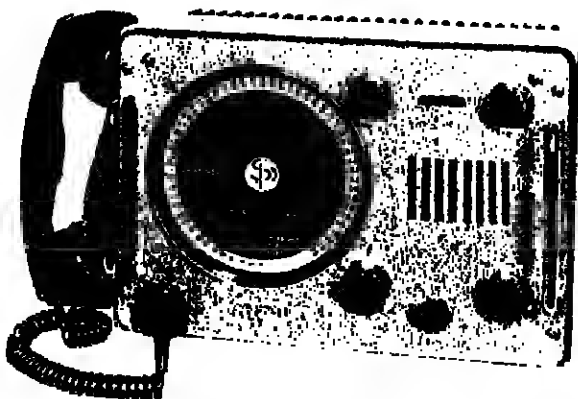
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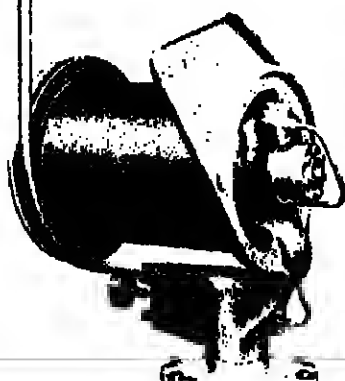
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FISHING NEWS

'MONEY IS SPENT WRONG WAY' Skippers withhold SFO levy

A NUMBER of Scottish
skippers face prosecu-
tion for non-payment
of levy to the Scottish
Fishermen's Organisa-
tion.

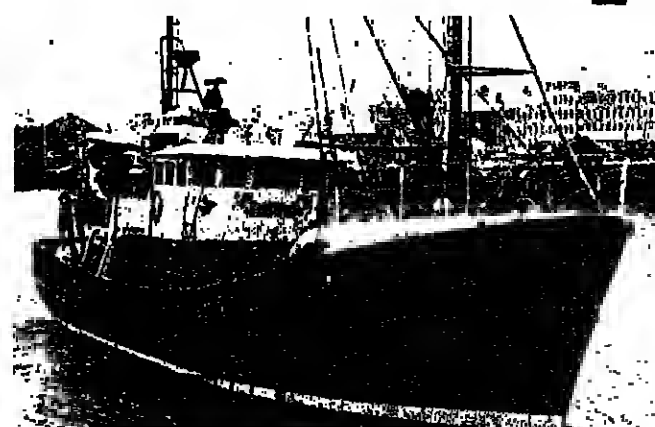
Skipper John W.
McLeen of the 86ft.
Peterhead boat *Unity* said
that fishermen had been
withholding payment
because they are not hap-
py with the way the SFO
is being run.

He said that a further
20 skippers have resign-
ed from the organisation,
while some of those who
are taking delivery of
new boats are not even
joining.

"We feel that the levy
of 1p in the £ on our gross
earnings is too high for
what we are getting in
return," he said.

"The SFO should do
more to help the men who
are paying the levies. It
isn't spending a penny on
Peterhead but, instead,
has invested on other
projects which have not
been a success."

For instance, Skipper
McLeen pointed out, the
SFO had spent £38,000 on
fish pumps to enable
boats taking part in the
North Shetland spring
fishing to discharge
catches on to Continental



Skipper John W. McLeen's *Unity*. Her SFO levy payments have not been made.

carrier vessels, but the
pumps had not yet proved
to be suitable.

The financial collapse
earlier this year of the
Scottish fish processor
Seafood, in which the SFO
had invested money, has
also upset the skippers,
said Skipper McLeen.

"We would rather the
SFO did more to help
fishermen reduce their
operating costs," he ad-
ded.

"It did open a fuel oil
depot in Peterhead which
helped to bring down the
cost of fuel, but this was
three years ago."

MILFORD BOOMS

MILFORD HAVEN
trawlers have been har-
ling a booming time. The
port record has been
beaten twice within days
by Norrad ships.

Last week *Bryher* landed
165 kits to make £10,000.
This was swiftly topped by
Norrad Star with 113,000
198 (12 stone) kits.

Bryher's catch included:
kits of cod, 25 of whiting,
of roker, eight of turbot and
brill, and 15 of sole.

A talking point at the
was the quality of the fish
landed by Skipper A. Jac-
Since he took his first ex-
mand while in his early 30s
he has consistently brought
top quality catches of "A
ury" varieties.

After only 12 days at
Norrad Star—with Skipper
John Rogers—set a re-
cord on Monday, land-
ing in the catch were 21 (8-
boxes) of sole which was
£280 a box.

The catch also included
kits of roker which made
£48 per 8-stone box.

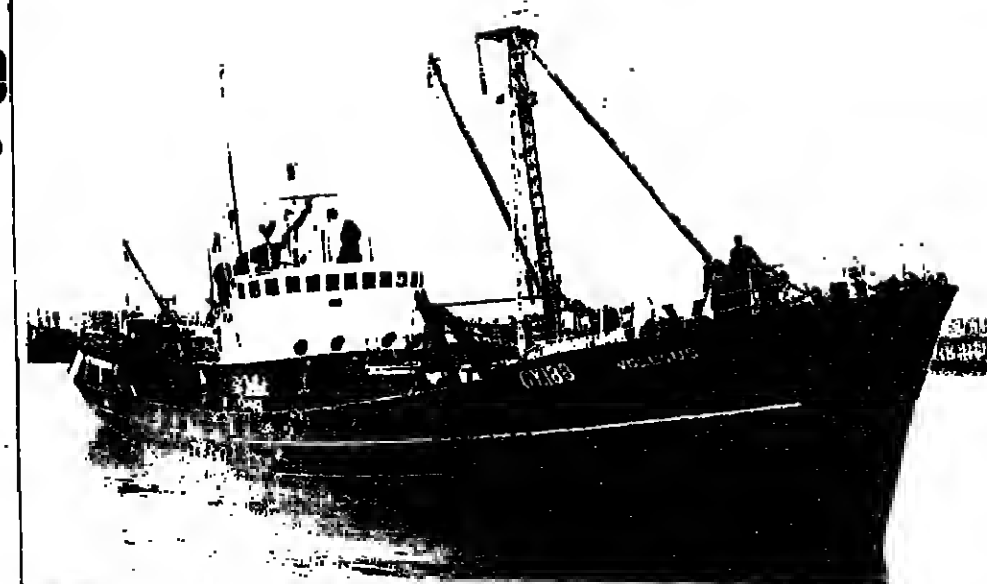
Purser skipper fined

ROBERT TAIT, 32-year-
old skipper and part-
owner of the Fraserburgh
purser seiner *Chris Andra*
was fined £350 by Islay
Silly magistrates on
Friday for operating
within the three-mile
fishing limit.

The court heard that
the fishery protection
vessel HMS *Breton* saw
a boarding party on
Chris Andra on April
when she was seen with
her net in the water 10
miles south of the island.

Despite a last
technical argument, the
court decided that
Skipper Tait was liable
and not repairing his net
as claimed.

Skipper Tait's
brothers, William (59)
and Andrew (40), also
part-owners of the vessel,
were each fined £50
although at the time of the
offence one was on his
day in the Caribbean and
the other in Norway. All
three pleaded not guilty.



Volesus—new owner cutting losses after salvage ship conversion fails.

Salvage job fails to save 'Volesus'

THE FORMER Grimsby
distant water trawler
Volesus, which the Boston
Group sold in April to
wreck salvage operators,
is to be scrapped after all.

The 185ft. vessel has not
proved adaptable enough for
its new owners and has not
completed a single trip in the
role for which she was bought.
Rather than invest further
in conversion work the
owners are cutting their losses
and *Volesus* has been sold to
the Draper ship-breaking
yard near Hull. She is ex-
pected to make her last trip
soon.

Build: by Cook, Welton &
Gerrard Ltd. at Beverley in
1956 as *Boston Fury*, the 577-
tonner was renamed *Abunda*
in 1961 and *Volesus* in 1966
following changes in
ownership.

However, throughout her
long career *Volesus* has
always remained under the
Boston Group's management
and was completely re-
acquired by the firm some
years ago.

The vessel was laid up in
1977 and did not fish at all
this year before the sale,
which was expected to
reap her from the
brokers. *Volesus* is close-

ship to *Belgum*, laid up in
August and facing a very un-
certain future because of
fishing restrictions and the
Boston Group's decision to
pull out of trawling from
Grimsby at the end of the
year.

However, there was better
news for two other former
distant water vessels at
Grimsby last week. BUT has
put *Ross Kelvin* (Skipper
Roy Kurz) back on home-
water fishing and Boston's
Prince Philip (Skipper Frank
Gray) has sailed for the
Norway coast. Both had been
out of fishing since early

ROCKALL HADDOCK BAN 'ON'

AN ORDER banning
effect on Monday banning
further fishing for had-
dock in the Rockall area.

The order prohibits the
dings of haddock from the
Rockall area (ICES sub-
VI b) by United Kingdom
vessels until, and including
December 31, 1978.

The government has
at the total allowable catch
for haddock in ICES sub-
VI b is 1,000 tons. The
VI b recommendation for
and to the level of 1,000
Kingdom, and called for
this year, and called for
avoid overfishing of the
the vessels.

'No romance aboard' but: WIFE POWER SACKS SUE THE COOK...

SUE HESP, an attrac-
tive 30-year-old, has
been sacked as a crew
member of a Stor-
noway, Isle of Lewis,
fishing boat because of
pressure from the
wives of her fellow
crew members. Now
she has signed on at
the Employment Ex-
change in the town.

Sue, who comes from
Massachusetts, in Not-
tinghamshire, is a former
policewoman. While visiting
the Isle of Lewis under a Not-
tingham County Council
scheme she began to research
the local fishing industry for a
project.

She was aware of the local
superstition of carrying
women on board when she
finally managed to get a trip
on *Highland Chieftain*,
skippered by Willie
Campbell.

When the scheme ended,
Sue remained and eventually
became a crew member in Ju-
ly.

Sometimes she earned up
to £20 per week for her work
as cook, and for handling the
nets and sorting fish. She was
just beginning to learn to
repair the nets when she was
sacked.

She was told by the skipper
that, because of pressure
from his wife and the wives of
the other crew members, she
would have to stay ashore.

Sue said last week: "I was
upset because of the reasons
for my dismissal. If it had
been that I was not capable of
doing the work, or that the
boat was over-crowded, or that
the men were complaining, I
would have accepted that.
However, the men did accept
me as a crew-member—I
realised that when they began
weaving at me."

As for the confined quarters
on board, she said: "You wore
the same clothes all during
the fishing trip and you never
even took them off to go to
bed. You just mucked in and
waited until you got home for
a bath."

Asked if there had been
any shipboard romances she
replied: "Definitely not. I
was there to do a job of work.
It was hard work and long
hours."

"Basically you just ate,
slept and worked. There were
no romantic notions on either
side. I'm quite happy to stay
single."

"I've signed on the dots



and I'm still hoping for a
barth on another Stormoway
boat. I'm determined to get in
four years as a deckhand—
two of them on a fishing boat
—so that I can try and get
my ticket."

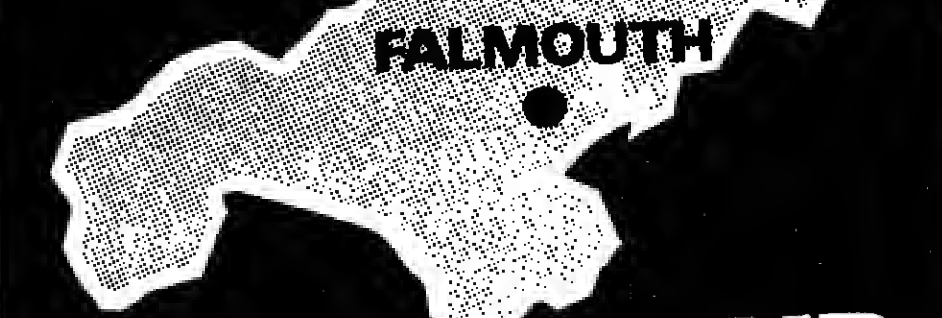
Asked if her crew would be
male or female, she smiled
and said: "I would be
prepared to take on a male
crew."

She added that she would
not be taking her case to the
Equal Opportunities Com-
mission because she just
wanted to remain friends
with everyone.

Above: Sue Hesp—on the
dole and looking for another
berth. Below: Skipper Willie
Campbell of *Highland Chieftain*
—pressure from the wives.



FISH S.W.?



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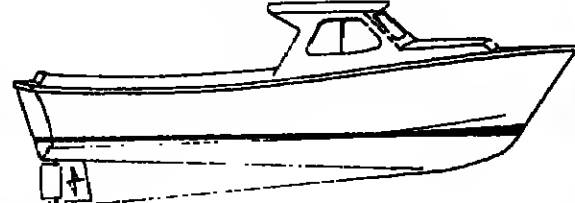
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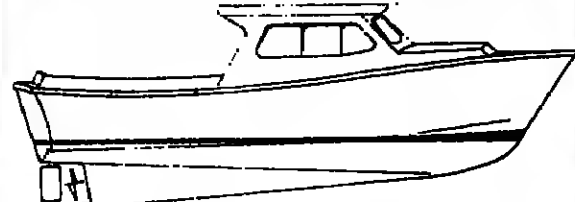
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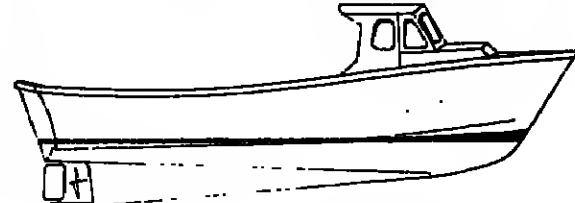
Standard Verdon



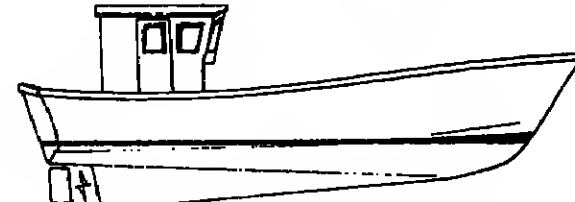
Standard Verdon — Ext. Wheelhouse



Workboat — Fwd. Wheelhouse



Workboat — Aft Wheelhouse



Hull design: Robert Tucker, A.R.I.N.A.

ALL VERSIONS 33ft. x 11ft. 9in. x 3ft. 9in.

(Please state which version interests you and whether you require details of part fitting out or a completed vessel).

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FIRMS LINK TO SELL ICELANDIC FISH

IN A SURPRISE move at Grimsby, Boston Deep Sea Fisheries Ltd. and Tom Sleight (FS) Ltd. have formed a new joint company as a specialist agency to manage visiting Icelandic and Faroese trawlers.

Details of the new company, which so far is unnamed, were released only hours after the port's livers voted to lift their ban on Icelandic trawlers on October 4.

Inevitably, the move provoked a series of unfounded rumours as both companies are closely connected with different members of the Parkes family.

The new organisation does not indicate that the two companies are merging and, apart from a few personnel affected by the joint venture, each company will continue to operate its other fishing interests independently of each other as before.

The new agency was announced in a joint statement which said: "Following the announcement of the lifting of the ban on landings of Icelandic vessels at Grimsby, two long-established Grimsby companies Boston Deep Sea Fisheries Ltd. and Tom Sleight (FS) Ltd. have decided to combine their expertise



Ron was expected to be the first Icelandic ship to bring fish to the new agency, but was diverted to land in Germany.

to form an agency, separate from their existing activities, with the specific object of looking after any Icelandic or Faroese vessel wishing to land at Grimsby.

"Boston Deep Sea Fisheries Ltd. and Tom Sleight (FS) Ltd. have in the past decade handled the majority of Icelandic vessels coming to Grimsby.

"The need for alternative supplies of fish during the period when the seine-net fleet is tied up is essential for the port of Grimsby and, in order to ensure this, Tom Sleight (FS) Ltd. who are the largest seine net operating

company at Grimsby, feel that with their day-to-day knowledge of catches and vessel movements within the North Sea fleet, they will be able to keep a check on fish coming from other sources so that there is no detriment to local vessels on the market. This should make for market continuity.

"Boston Deep Sea Fisheries Ltd. and Tom Sleight (FS) Ltd. reiterate that the joint company is solely for managing Icelandic and Faroese vessels and in no way is there any intention of combining any other activities."

The new agency was quickly off the mark and seemed set to bring in the first Icelandic trawler to Grimsby since the ban was imposed — almost two years ago — on Monday.

However, the vessel involved, Ron, which formerly operated out of Grimsby under the Boston flag as Boston Wellhole, has been diverted to a German port and will land there next week.

This means the big Icelandic stern trawler, which was expected to be the first visitor.

Stalvik has applied to be next Monday but it depends on what supplies local fleet has and its availability of labour.

Fylkir Ltd. is also the UK agency for the Trawler Owners' Association and co-ordinates all landings, irrespective of the UK agents, at Fleetwood, Grimsby, anywhere else in Britain, an administration hub.

A spokesman for Fylkir Ltd. said to Fishing News: "The Icelandic trawler owner's privilege to elect their own agency. Those who want to land us will and who want to land elsewhere will. Competition does worry us at all."

Fylkir formerly operated within premises owned by the Tom Sleight (FS) set-up in Fish Dock Road is now in the Wharfedale Road premises of Duff (Fish Salesmen) Ltd.

COMMENT

THE CUT-BACK in the catch quota for mackerel, from 5 tonnes to 3½ tonnes a day, comes just as the south-west season is getting underway. There is no doubt that the massive fishing off Scotland this summer, with about 80,000 tonnes of fish being taken, has alerted everybody to the dangers that face the stock off Cornwall.

The reduced quotas have already been hailed by one leading Scottish fishery representative as an example of the commonsense attitude being shown by fishermen. But what does the cut-back really do?

It certainly gives no protection to the local line fleet off Cornwall, and it will not stop fishing over the British share of the EEC 450,000 tonne TAC — even though our share still has to be decided.

With a massive fleet now converging on Cornwall, it doesn't take much vision to see that another 100,000 tonnes (the guideline) will be taken way before the end of the year. And what then?

If a halt is called on fishing the local line men, who deserve to be treated as a special case, will also have to suffer. Alternatively, Mr Silkin will have to go back to Brussels and demand more mackerel — hardly fitting for a nation which has lectured everybody else about the need for conservation.

Even before the fish have arrived off Cornwall, massive contracts have been negotiated by British agents for the supply of fish abroad. A halt on fishing could leave them all with egg on their face.

Fishermen themselves have been getting wise to the situation, and purse-seine skippers are not being rushed into undertakings to supply these agents with fish. They are playing it by ear and something of an auction could develop.

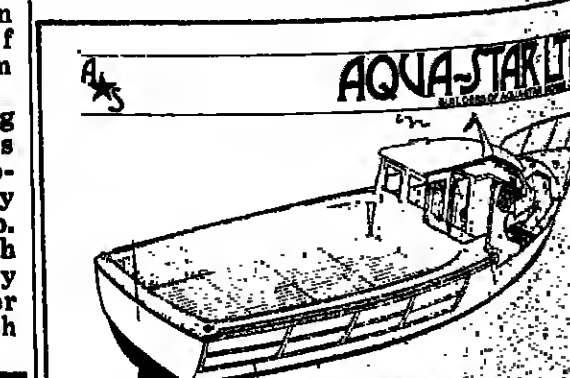
Never in the history of fishing has so much controversy surrounded a resource. Nobody knows quite where they are going, but after their hammering off Scotland, let's hope the fish still do.

fishing news

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Published weekly
Advertisement Manager: Bill Barber
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October 18, 1978

Stuck at the start



VERA LOUISE really caught the eye when she took to the water at Eyemouth, Berwickshire. But there were red faces all round when she became wedged between the pillars of a swing bridge loading into the harbour.

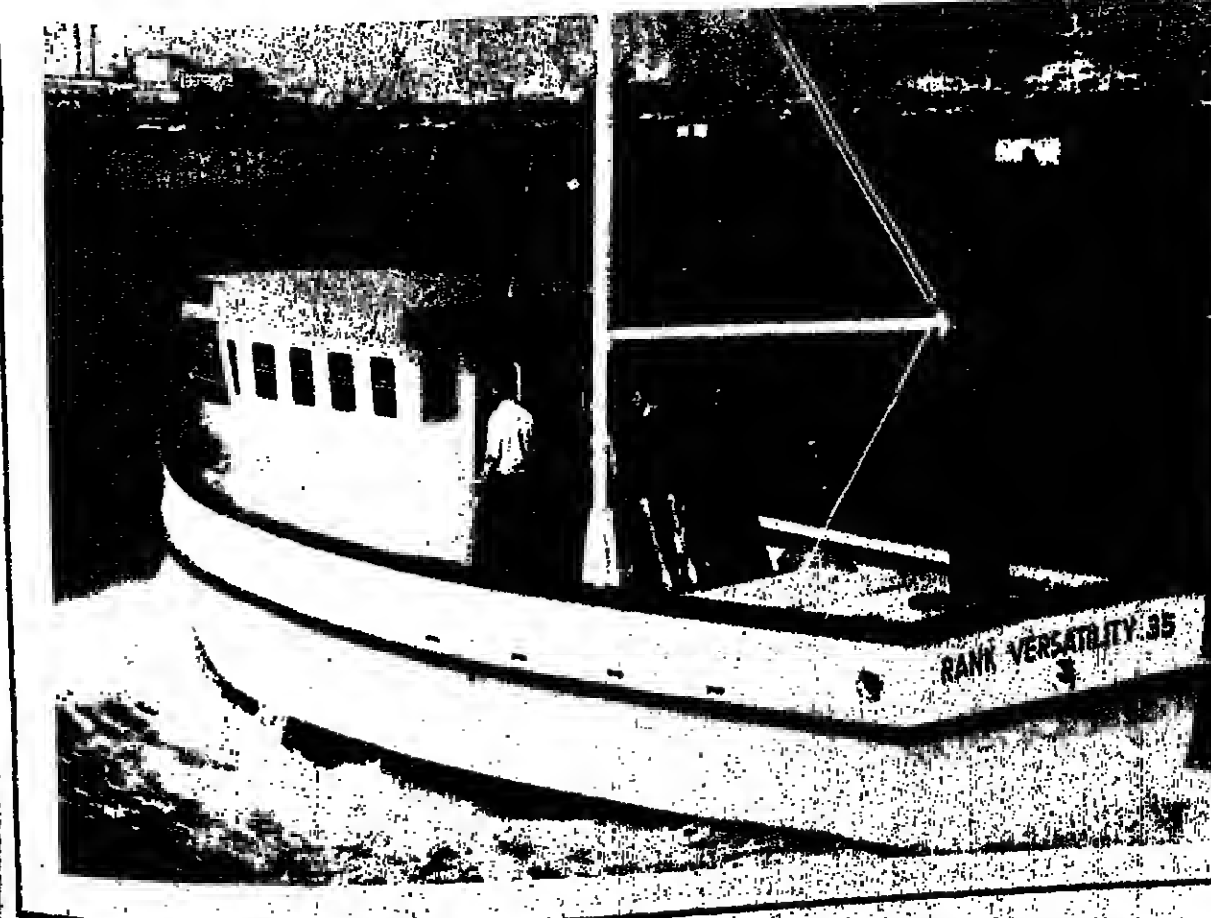
The 70ft. trawler was being taken down a channel from the Eyemouth Boat Building Co. slipway for fitting out in the harbour when wind caught the vessel and jammed her at an angle between the pier walls. Workmen chipped away part of the pier beside the bridge and VERA LOUISE freed on the next tide. She is being built for Newingham Trawlers of Hull.

Eyemouth Boat Building has orders for a 67ft. seiner-trawler to be based at Eyemouth and a 30ft. crabber.

The complete set of mouldings to produce a Versatility 35 completed by Rank Marine International, as shown at the Southampton Boat Show, are available from Versatility Work Boats at £15,000 ex. works ex V.A.T. and comprises hull with bulkheads (moulded in one piece), four bulkheads, engine bearers, deck, wheelhouse and rudder assembly.

VERSATILITY WORKBOATS OF RYE

Contact: Versatility Workboats of Rye, Rye Yacht Centre, Rye, Sussex. TN31 7HJ. Telephone: Rye (079-73) 3336.



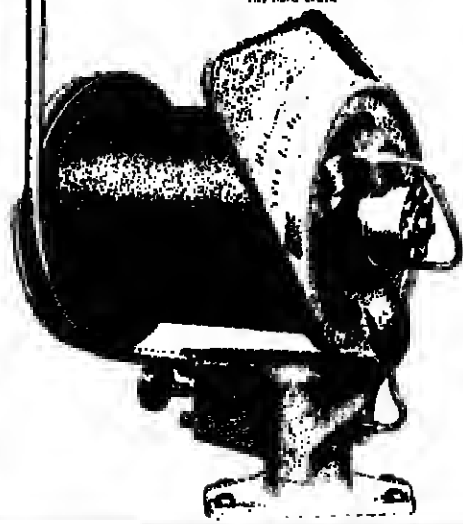
The 35ft hull alone, without bulkheads, having either core stiffening or "hat" section stiffeners costs £4,550 ex. works V.A.T.

Core construction for workboats is approved by "Lloyds" (their coverage extends to many parts of the world), the White Fish Authority, Norske Veritas etc. The Swedish Navy make their 280 tons displacement patrol boats to Swedish Ice Class 1C using core construction, these vessels are described as "frameless". This method of construction is not new (only in U.K. fishing vessels) and has been well proven over a considerable number of years.

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MACKEREL ARMADA
LEAVES HULL

HULL is sending 20 of its 32 freezer trawlers and two of the port's freshers to the south-west mackerel grounds. Some have already sailed to Cornwall and others will join them in the near future.

First of the freshers to arrive at Falmouth was Boyd Line's 145ft. *Arctic Corsair* — one of the vessels displaced from the Icelandic fishery.

Skippered by Bill Weudby, she will be landing initially at Falmouth Docks under the new arrangements there set up by Glenham Management.

Commenting on the mass departure from Hull, Skipper Tom Nielsen, secretary of Hull's Trawler Officers' Guild, said: "Greater concentration this year on this type of fishing does not surprise us. There is nowhere else our vessels can go with a reasonable prospect of profitability and continuity of employment."

"Now that our men can no longer operate off Iceland, there is a shortage of fish in all N-NE areas still open to them on a low-catch quota basis. Spitzbergen, Bear Island, White Sea and the Norwegian coast are all practically barren."

As the Hull fleet's strength has declined there has been an inevitable lengthening of the dole queues, not only of fishermen but also those in associated industries. Throughout last week the only wet-fish vessel landing at Hull was an Icelandic one, this week, the only direct discharge expected is on Thursday — about 1,160 kites from



Arctic Corsair — first to arrive in the south-west from Hull.

Boston Deep Sea Fisheries will have two of three freezers on the mackerel grounds — *Princess Anne* being followed in a few days' time by *Sir Fred Parkes*.

J. Marr & Son is sending five of its eight freezers mackerel fishing: *Cordella*, *Fornello*, *Northello*, *Southello* and *Junella* on completion of repairs.

All four of Thomas Hemling freezers are also going to Cornwall. They are: *St. Jasper*, *St. Jason*, *St. Benedict* and *St. Jerome*.

Boyd Line will have five vessels on the mackerel grounds — four freezers and a fresher. They are *Arctic Buccaneer*, already away; *Arctic Galliard*, *Arctic Roder* and *Arctic Freebooter*, recently fishing in the N-NE, and *Arctic Corsair*.

Newington's only Hull-based fresher, *C. S. Forester*, recently adapted for mackerel, went on trials on Tuesday and is expected to

leave Hull for the mackerel grounds next week under Skipper Dick Taylor. *Rod* skipper will be Eddie Woodbridge.

● *Arctic Galliard*, British biggest freezer, opened Milford Haven's mackerel landing season when she arrived at the weekend to load an estimated 300 tons along with 300 tons of dogfish. This part of the catch was expected to be shipped to Hull by road while the mackerel was stored for shipment to Nigeria by "reefer" vessel.

It is expected that the east coast freezers will provide jobs for a number of local unemployed — with possible earnings of up to £100 a week for unloading mackerel on the carriers.

The Docks Company hopes that last year's total of vessels using the port — 17 — will be increased with the extra facilities that have been provided.

Spiders tagged in
stock survey

TWO THOUSAND spider crabs were tagged and released in the English Channel last week in an attempt to track their migrations. This is part of a study by scientists from the Fisheries Laboratory at Burnham-on-Crouch, Essex, to collect information on this little-known shellfish.

Scientific officers Eric Edwards and Clive Brown completed the release of 2,000 tagged crabs after spending two weeks working aboard fishing vessels from Portland, Poole, Portsmouth, Seley and Newhaven.

At sea each spider crab taken in the pots was measured, sexed and marked with a yellow numbered plastic tag fixed by wire to its claw. The tagged crabs were

then released at stations about two miles offshore along the English Channel.

Dr. Eric Edwards, who is in charge of the project, said: "We are trying to find out whether spider crabs undertake large-scale movements and if stocks in the eastern Channel mix with those off Devon and Cornwall."

The main purpose of the Ministry of Agriculture, Fisheries and Food survey is to establish the stock size and to consider whether conservation measures are required to protect this potentially large fishery.

Recaptures from tagged spider crabs released by MAFF scientists last year

near Plymouth, Devon, have already demonstrated that spiders can move 50 to 100 miles in a few months. The 2,000 released this autumn will add to the information available to scientists.

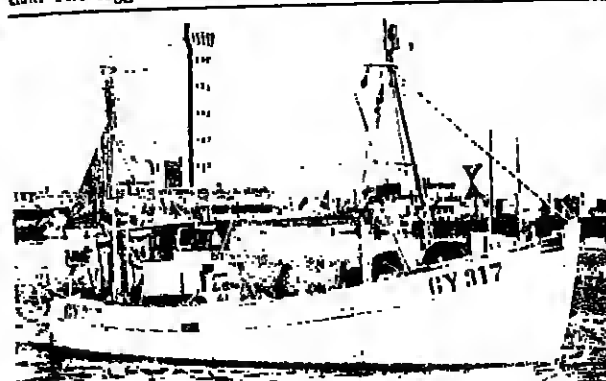
Little is known about the biology of the spider crab, which for years has been considered a pest by English pot fishermen. Now, however, since an export market has been found in France and Spain, spiders form a lucrative living for many south coast fishermen.

The fishery has grown in the last two years and, already this summer, some 800 tons of spider crabs have been exported from Portland,

Dorset, to Spain and small quantities have also been sent to the Continent from Plymouth, Poole and Newhaven. There is virtually no sale for spider crabs in the UK at present.

Posters publicising the Ministry's tagging experiment have been displayed at all south coast ports and fishermen working in the English Channel are being asked to look out for tagged spider crabs and to return any caught to their nearest fisheries office. A reward of £1 will be paid for each tagged crab returned.

Right: the Ministry poster on spider crab tagging being distributed to south coast ports.



Koren — French trawler steaming at speed made no effort to avoid her.

GEAR LOST
IN NEAR
RUN-DOWN

THE GRIMSBY anchor-seiner *Koren* narrowly avoided being run down in a broad daylight near collision with the 185ft. French stern trawler *Saint Martin* on her last trip, but she lost her gear consisting of ten coils of seine rope and a cod net, valued at about £1,250.

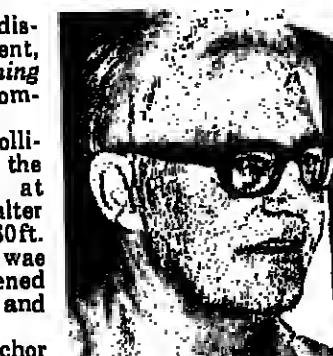
Skipper Eric Svendsen disclosed details of the incident, on September 26, to *Fishing News* last week after completing his trip.

He said he feared a collision was inevitable as the Frenchmen, steaming at speed, made no effort to alter course to avoid the 60ft. wooden seiner. "I really was terribly scared and frightened for the safety of the crew and *Koren*."

He had to slip his anchor gear and manoeuvre *Koren* ahead at the very last moment to avoid being run down by *Saint Martin* of Boulogne. The fishing gear was cut away by the French trawler's propeller.

Koren was working the Dogger Bank south of Hrucey's Garden in a force 5-6 westerly over an area of about 11 square miles. She had just returned to her buoy and begun the second haul of the day at 11 a.m., Skipper Svendsen said, when they noticed a trawler heading towards them on the port side and steering a northerly course.

"We had our anchor signal up and the fishing light to the port side was illuminated. As he got closer we could see he was not going to alter course, so the mate called all the crew



Skipper Eric Svendsen — "terribly scared."

on deck to slip the anchor gear so we could manoeuvre. "By ten past eleven we had stopped heaving because the ship was on top of us. I am sure I could see someone on the bridge and they must have been able to see us. "We just managed to get out of his way."

As well as visually identifying the Boulogne trawler, a crewman had a colour camera aboard and photographs conclusively identified the 779-tonne *Saint Martin*. The matter is now being taken up with the British authorities and the owners of *Koren*, the Thomas Hamling subsidiary A. E. Richardson & Co. Ltd., will be claiming compensation.

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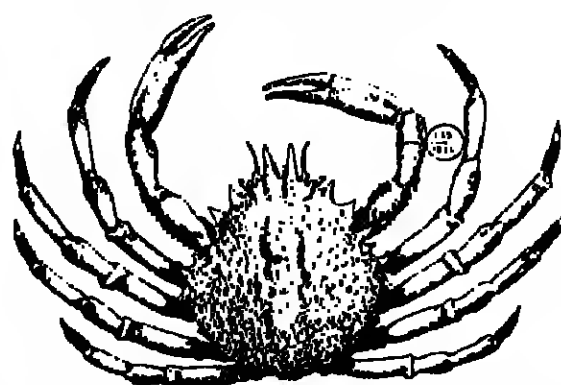
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Mercedes-Benz

Universal clip for lining...

A SIMILAR type of hook-on longline clip to one which used to be made by Specialist Springs in Bridport is being made by Finch and Partner at 9 Rose Street, Tonbridge, Kent.

Called the Universal, they are obtainable from West Dorset Nets, 8 Dreadnought Trading Estate, Magdalen Lane, Bridport, and other suppliers of inshore fishing gear.

The Universal clip is called this because it will fit most lines between 4 mm and 10 mm diameter and it differs in two ways from all other stainless steel hook-on clips I have had an opportunity to test. It is made of finer wire and it can be supplied fitted with a swivel.

I think that being made of

John Burgess' Log



finer wire is a point in its favour. Clips made of thicker steel wire do not have the inherent spring which facilitates hooking them to and unhooking them from lines.

New Zealand bronze clips seem to have this spring, but some imported steel clips which I have tried definitely do not and take time and effort to remove from a wet

line. To offer the clips with swivels attached is a brilliant idea, provided the swivels are made of stainless steel which they appear to be.

When you use snap-on clips you know that not even a writhing conger can remove them from a line, but when you lose snoods attached to a line with hook-on clips you are always in doubt as to whether they have been removed by active and sizeable fish.

If you use Universal clips with swivels on them, such losses are likely to be few and far between. What is more you will not be put to the expense of buying swivel hooks when congers may take your baits.

I have been told that swivel clips plus ordinary hook-on clips less than ordinary clips plus swivel hooks.

Spider crabs

"I HAVE been catching about 1500 lb. of spider crabs a day in my pots recently. Can you tell me anything about the migratory habits of these crabs and whether there is a market for them anywhere?"

According to Dr. Eric Edwards, a director of the MAFF Fisheries Laboratory, Burnham-on-Crouch, Essex, not much is known about the life cycle of spider crabs found off the south coast of England.

Research is currently being undertaken with the object of discovering more about the habits and stocks of the species.

As far as is known, thorn-back spider crabs (*maia squinado*) moult several times to increase in size and moult finally when sexual maturity is reached. Thereafter they do not grow any more.

They migrate to shallow water to breed in March until September when they migrate to deeper water.

There are markets for spider crabs in France and Spain.

The director, Shellfish Association of Great Britain Ltd., Fishmongers Hall, London Bridge, London EC4R 9EL, might be able to cost her when you like regardless of ambient temperature.

It forms a smooth continuous skin which effectively seals all leaks and which is sufficiently flexible to remain intact however much the boat works.

A more expensive rubber caulking and sealing compound that you could use is a Union-based product known as Multican X100. Union is claimed to be the toughest synthetic rubber of all and to

be unique in its wear resistance.

But you have to add a catalyst to the principal Multican ingredient before application and, as a consequence, you get a mixture which has to be applied within a limited time at stated ambient temperatures only.

Limpetite is an excellent synthetic rubber sheathing composition which would serve your purpose very well if you are prepared to go to the trouble and expense of applying it exactly in accordance with the manufacturer's instructions.

They include scraping back to bare wood, applying two coats of primer, adding an accelerator to the main ingredient an hour before use, and, finally, applying 12 coats to achieve a film thickness of 1/32 in.

The manufacturers claim that fouling organisms will not adhere to Limpetite and marine borers cannot penetrate it. If this is so, it must be the best rubber sheathing of all.

A well-proven method of sheathing boats like yours is to use the Cascover process, which consists of bonding a specially-woven and treated nylon cloth to the hull with a resinol resin and then impregnating the cloth with a vinyl resin.

An advantage of the process is that the cloth, while adhering firmly to the wood, will flex with it and not set up stresses which may cause trouble. Another is that it not only makes a hull watertight but protects it against penetration by marine borers, impact damage and general wear.

Information to enable you to make comparative estimates is obtainable from: Bondaglass-Voss method — Bondaglass-Voss Ltd., 164 Ravenscroft Road, Beckenham, Kent; black rubber sheathing — Geoff Watts (Marine Composites) Ltd., Sandhill, Shepperton-on-Thames, Middlesex; Multican X100 — Unitec Marine, Knaresborough, Yorkshire; Limpetite — Payne's Shipyard, Coronation Road, Bristol; Cascover process — Borden Marine Ltd., 61 Commercial Road, Southampton.

One method — the Bondaglass-Voss method — of sheathing boats with glassfibre reinforced plastic is as follows: You capsize the boat on trestles a couple of feet above the ground, let her dry out and send the planking down to the bare wood.

If it is clinker-built like yours, you round off edges of planks, fill lands with a substance called Doubleflex and then sand again until the boat has a smooth round bottom.

You then apply a special primer and let it cure for half-an-hour or so. When it is tacky, you fit strips of glassfibre cloth or mat transversely across the hull until it is completely covered.

Then you apply a coat of resin, further strips of cloth or mat, and a second coat of resin. When the second coat has cured, you apply a coat of Bondapaste, sand it and then paint until you have a hard, smooth surface.

Alternative ways of sheathing a hull like yours include application of black rubber sheathing, synthetic rubber coatings, nylon cloth impregnated with resins, and ferro-cement.

Most easily applied and least expensive of all sheathing materials is black rubber sheathing. It is a one-can composition that you apply in the same way as paint.

You would have to dry out the hull of your boat and scrape off old anti-fouling, but would be able to coat her when you like regardless of ambient temperature.

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It is designed to be quarter-line or transverse to the engine and to be connected to it by a drive hose which externally resembles short length of hydraulic hose.

Fitting a special flywheel nut is the only modification that has to be made to the engine to enable the hub to be driven from it. No special tools and no special skill is required to do this.

When in position, the hubbing sheave is driven into the engine's normal operation of the engine.

Since there is plenty of space in the bow of a dory, the best way of lifting pots inboard might be to fit a davit with an angled block along from the near the bow.

One of you could then use the hauler, the other gets pots aboard forward and there would be plenty of space for clearing and rebaiting pots enroute to the re-laying them.

In this way weight would be evenly distributed throughout the boat and the dory and there would be less risk of shipping over the rail than if the dory were to be fitted on one side of the boat.

Trap line haulers are obtainable from Trap Haul Ltd., 47 Maresfield Road, 4, Ireland, open-sided line from PNP Durr Ltd., Eastern Beaches, Burnham-on-Crouch, Essex or E.S.J. Engineering Ltd., Island St., Selcombe, Dorset.

Your local blacksmith or marine engineer would be able to fabricate a small lightweight davit for you.

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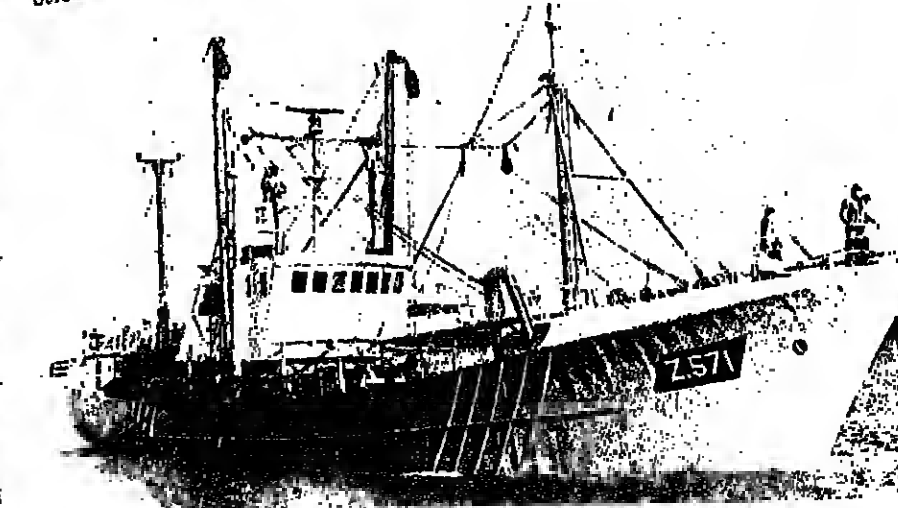
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October 13, 1978



The Belgian beamer Zephyr outgassed the Grimsby fleet last week.

BIG HAULS OF COLEY

GRIMSBY'S middle-water trawler fleet restored a little of its lost pride last week with a much better series of landings at the Humber port. Two of BUT's 130ft. 'cat' class vessels, *Ross Genet* and *Ross Jackal*, topped the thousand-klt mark after North Sea/Westerly trips.

However, both had high turn outs of coley and sullocks and 200 of cod — hit one of the stocker markets. She picked up only £21,818 after a 16-day trip off Scotland.

But had a series of vessels grossing near £20,000. With cod and haddocks still in short supply from the trawlers, it was unfortunate that *Ross Tiger* (Skipper Len Smith) — with a fine mix-

ed trip of 782 kits, including 280 of haddocks and 200 of cod — hit one of the stocker markets. She picked up only £21,818 after a 16-day trip off Scotland.

Sister-ships *Ross Jaguar* (Skipper Dennis Speck) and *Ross Panther* (Skipper Wally Stokes), which also managed to avoid large catches of

colley, suffered a similar fate and their respective 16-day voyages of 726 and 640 kits of mixed fish made £20,784 and £19,180.

In the end *Ross Cougar* (Skipper Jack Major) narrowly missed the week's honours, with a grossing of £21,890 from a 16-day North Sea trip off Scotland from 785 kits, just about half being 'blacks'.

Of the two big coley landings *Ross Genet* (Skipper Pat Philipson) grossed £18,719 from 1,080 kits and *Ross Jackal* (Skipper 'Paddy' McCarthy) only £16,444 from 1,036 kits after 168 kits of sullocks went to meal.

Consol's *Corirole* (Skipper Keith Heron) weighed in well with £17,295 — and there was another bumper trip from Lindsey Trawlers' *LeMBERG* (Skipper Henry Pexman) in the under 120ft. section with fine show of plaice. She had a total of 355 kits after just 13 days and this was worth £15,461.

Broken trip
Taylor's best came from *Kyoto* (Skipper George Drewery) with a very modest £12,488 from 640 kits, largely 'blacks', after 17 days. Four other trawlers failed to better this, including a broken trip by *Tokio* of 28 kits, and it was a week best forgotten in this quarter.

Pair trawling seas *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson) added another £20,231 from 1,168 kits of codstuffs to their massive earnings for the year so far, but the 17-day North Sea trip was one of the team's longest for some time.

Next best in this section was a combined £33,809 by *Corl Borum* (Skipper Graham Borum) and *Jocque Borum* (Skipper Jan Borum) from 1,027 kits, again mostly cod and codling.

It was another very big week for the seiners and, despite recent gales, seven vessels bettered £10,000 each.

Gladness (Skipper Jorgen Olesen) hit the weekly high on £12,010 from a cod and plaice 15-day trip. In third spot *Consol's Gadus*, with £11,442, celebrated the near end of her first year at the Humber port with her best to date.

Of the continental landings, no one could match the Hamling-angled Belgian beamer *Zephyr* (Skipper Roger Apke) with £25,433 from 701 kits of plaice and prime.

The privately owned vessel, which operates through the Tom Sleight (F.S.) Ltd. agency, is always among the first to stop fishing at the onset of autumn.

Unless the fishing remains exceptional and the weather reasonably gale-free, several other anchor-owners are expected to join *Zephyr* at the end of their present trips.

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Five fined for 'error'

THE FIVE owners of a Kirkcaldy-registered fishing boat have each been fined £20 at Berwick Magistrates' Court after being convicted of illegal fishing off the north Northumberland coast.

They had denied a charge of breaking a Northumberland Sea Fisheries Committee by-law by trawling inside the three-mile limit near Holy Island.

The five are: William I. Gourley of Pittenwey; his brother George I. Gourley of Brethead, St. Monance; John Gerard and David Gerrard, both also of Brethead; and Andrew Gerrard of Arbroath.

Their boat, *Arduor II*, was spotted trawling inside the limit by local fishermen.

Skipper William Gourley denied "taking a risk" and claimed they were outside the limit.

Defending solicitor, Edward Chester, said: "The incident was the result of a navigational error."

"Binks' calls a halt..."

THE GRIMSBY anchor-seiner *Binks*, which completed her last North Sea trip on September 18, has tied up for the winter break.

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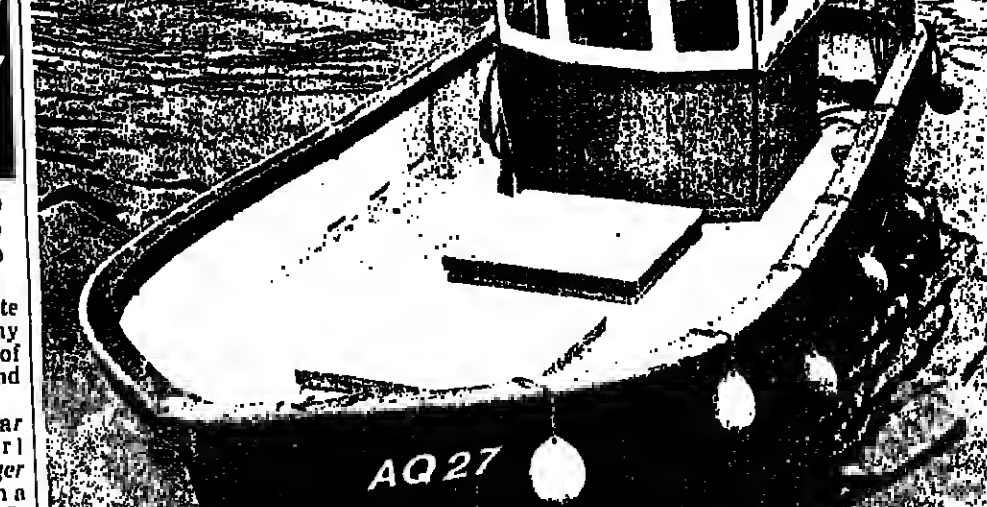
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Three Fleetwood ships for sale

FLEETWOOD'S fishing industry has been dealt a new blow with the tying up of the 164ft. side trawlers Robert Hewett and Ella Hewett.

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Peter Hewett, the Hewett Fishing Company's manager, said last week: "If we get decent offers we will sell them both. Otherwise, how long they will be laid up is in the lap of the gods."

"Catches are being restricted and fishing is very poor everywhere. There's nowhere we can send them to make a profitable trip."



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The vessels were once two of the port's most successful. Robert Hewett was the year's top ship during the 1980s while under the command of Skipper Victor Buschini MBE, who is now the Hewett company's trawling manager. There was also news last week that the side trawler Boston Explorer was the subject of purchase negotiations. Dennis Bond, Boston Deep

Arrival

Boston Explorer has been tied up for some time as a result of having limited grounds to work on. Should she leave the port it will take

the shine off the expected arrival of the Grimsby stern trawler Boston Holfox towards the end of the year.

These latest moves appear finally to have ended the large side-trawler era at the port and not come at a worse time, with several of the port's stern trawlers soon to head south for the mackerel season.

Sackings — skipper hits out

FLEETWOOD skipper Harry Pook, hit out last week over the sacking of the crew of the former Fleetwood trawler Wyre Revenge which he has been commanding out of Aberdeen under an agreement arrived at before the Wyre Trawlers' Fleet was transferred north.

He said he had told the owners, British United Trawlers, that he was going to leave Wyre Revenge after the next trip because, among other reasons, BUT had refused to provide "half-way" accommodation for the crew.

Protests

When the vessel sailed and he left, the crew of the Revenge was sacked. It brought protests from the Davies, Transport and General Workers' Union district organiser at Fleetwood.

The union's fishing officer at the Scottish port, Albert Shepherd, said: "The agreement made by Fleetwood men should stick by it. If we cannot get them back aboard we will be pressing for unfair dismissal or redundancy benefits."

Skipper Pook claimed that both Wyre Revenge and Vanguard had sailed with the Scottish crews, while Wyre Conqueror had three Scottish fishermen on board. He was very upset because it appeared, he said, to be making him the scapegoat for the sacking of his crew.

Other Fleetwood skipper, including his brother Chris, had been available to take over when he left but job interviews were cancelled. Skipper Pook said: "I understand that BUT has said one of its smaller boats, Andrea, and that the skipper and crew have gone aboard Revenge."

"My impression is the BUT's offer of jobs at Aberdeen was merely a ploy to get them back on board. They've been operating in 'slow work-out' — trying to make us chuck up the job. They would not have to use themselves."

Andrew Lewis, managing director, was available to comment on Skipper Pook's statements. He said earlier: "Our agreement with the union is that Fleetwood men should be kept aboard three of the trawlers at Aberdeen. We have now asked if they can be dispersed if necessary."

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PROCESSING AND MARKETING

BRITISH fishermen and processors are about to be dealt another body blow by scientific assessments of their major stocks. It is understood that ICES scientists have now completed a review of the stocks for 1979 and their recommendations, if accepted, will increase pressure on the industry, particularly on home-water grounds.

There is no support for opening the North Sea herring fishery during 1979. If this recommendation is accepted it will cause great disappointment to the Scottish herring fishermen in the north-east and Shetland who had been hoping for a small North Sea fishery to compensate for this year's closure off the west coast.

Equally devastating is the scientists' recommendation that the ban on herring fishing off the west coast remains in force throughout 1979. This impact

will have on the local herring boats is unlikely to be easily offset by turning to other fisheries in view of the recommendations for these.

The only herring fisheries that the scientists recommend be fished are those in the Irish Sea and west of Ireland — but the quotas of 11,000 and 7,000 tonnes respectively are insignificant when compared with the needs of the British herring processors who now face a future even bleaker than they could have contemplated 12 months ago.

For the first time in its history the British fishing industry faces the prospect of no herring fishing in either the North Sea or Minchae which, only a few years ago, supplied the needs of the European market.

Mainstay

In the past the effects of a ban on one species have to some extent been absorbed by the boats turning over to other fisheries. But according to the scientists, the state of some of the alternative stocks is such that without a very big cutback in the level of landings, these species could go the same way as the herring.

This is true in particular of North Sea haddock, which is the mainstay of many seine net vessels working in the North Sea and those based in north-east Scotland.

SCIENTISTS' SHOCK REPORT WILL CUT SUPPLIES

The current TAC for North Sea haddock is 105,000 tons and it is expected that UK vessels will land about 75,000 tons this year. The recommended TAC for haddock for 1978 has been reduced to 83,000 tons, which is 7,000 tons less than Scottish vessels landed in 1977.

There can be no doubt that by the time the Norwegians are allocated a share of this haddock and it is then carved up among the EEC member states, British fishermen will be faced with the prospect of catching substantially less haddock.

In their appraisal of the North Sea stocks, the scientists are more pessimistic than they were last year and they will be recommending that the cod TAC be reduced

from their revised figure of 210,000 tons to the substantially lower figure of 183,000 tons.

Again, a split with Norway will need to be agreed on and, if this is similar to the proportions agreed last year, then the quantity of cod available for EEC fishermen including those from the UK will be considerably lower than last year.

One of the few crumbs of comfort for British fishermen in 1977 in the North Sea was the prospect of substantially higher landings of whiting. After an initial recommendation of a TAC of 160,000 tons, the scientists reduced this mid-year to a more modest 111,000 tons.

This action may have appeared strange, in view of the beneficial effects for the stock resulting from the introduction and subsequent extension of the Norway pout box. In spite of the effects of this, the scientists have recommended a further cutback in the North Sea whiting catches, but this time to 85,000 tons.

The only species for which an increased TAC is recommended in the North Sea is plaice, for which the scientists are recommending 120,000 tons compared with a current TAC of 115,000 tons.

Sad tale

All in all the prospects for British fishermen, who rely on North Sea grounds for their livelihood, are grim and their colleagues fishing west coast grounds are faced with an equally sad tale. Already this year the Government has all but effectively stopped vessels fishing for haddock on the west coast and the recommended haddock TAC for 1979 of 11,000 tons represents a reduction on 1978.

The TAC for whiting, which is the mainstay of many inshore vessels on the west coast, has been reduced by 5,000 tons to 12,000 tons. This must increase the chances that next year's season will need to be taken to prevent whiting fishing from being curtailed before the end of the year.

In the past two years mackerel has acquired the role of saviour, for a considerable proportion of the British fishing fleet. Given the scientists' recommendations for herring and other

and other member states distant water fleets.

The reductions in this area for the species fished there are not so severe as those for stocks in home waters. Nevertheless, the reductions recommended may lead to even more restricted access to Norwegian waters by EEC vessels, especially as the possibility of reciprocal trade-offs involving herring and mackerel have been removed or reduced.

The scientific recommendations pose a dilemma for the governments of the UK and other member states and the EEC Commission. In the days when the allocation of quotas was under the jurisdiction of NEAFC, the scientifically recommended TACs were frequently ignored and the figures increased for the sake of political convenience.

Although this practice achieved short-term agreements between fishing countries, the long-term effect has been to lead to gross overfishing and the need for drastic action if stocks are to be regenerated.

Turn to page 28

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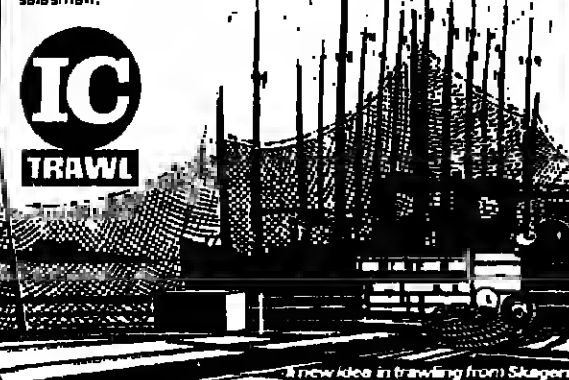
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Band together to end factory ship threat

SIR, Skipper Browne of Ullapool appeals to Cornish fishermen (*Fishing News*, October 6) to join him in trying to bring some sanity into the regulation of mackerel fishing by reducing the foreign factory ship threat. He is right. The Cornish Fish PO is working at it.

These foreign vessels are permitted by our government and the harbour authorities concerned to trade here for the benefit of a few owners and fishermen with a great deal of their own and taxpayers' money invested in ruthless bulk-catching vessels.

On the other hand, many boat owners who have invested all they have in the less voracious catching methods are suffering heavy loss of gear and catch because of such greed.

Two weeks ago just outside the Isles of Scilly three-mile limit, a Newlyn boat had the markers cut away from £10,000 worth of nets. The gear was the skipper's whole investment in the boat; he is working for another owner and its loss would have been ruin for him.

After a week of grappling he has recovered his nets but this is rare luck, and with the constant trawling we are now suffering, all fixed gear is at far greater risk than ever before.

More and more Cornish boats are having to leave the mackerel fishing upon which they have depended for years

LETTERS

and change to fixed gear, but they can find no peace. One of the things the Cornish Fish PO is pressing for is a closed season for netting for mackerel here from early spring to autumn.

This would prevent the taking of very immature fish which was carried on into the late spring this year. It would also give the fixed net and pot users a summer season to make a living.

Approved

We have a local by-law that forbids 80ft. vessels working inside three-miles from the shore, and we are trying to add a further band inside which 80ft. vessels may not fish for mackerel under the licence.

So far neither of these measures has been well received by the Ministry though the closed season for netting was unanimously approved by POs

and other catchers' representatives at a Ministry meeting to discuss the new mackerel licence on September 14.

Last winter the people of Falmouth suffered the small and pollution from the few factory ships working there then. I have sent Mr. Browne's letter to the local Press in the hope that it will be published here and that it will be not only the fishermen who object to the greatly-increased number of such ships that are expected here.

Yes, Mr. Browne is certainly right. It is time inshore fishermen all got together. We have written to several organisations from the Isles of Scilly to the Shetlands. So far we are still working in isolation but if like-minded fishermen from all round our islands will only take Mr. Browne's advice, perhaps we can get the real local protection we all need.

What about it, fishermen? DAPHNE LAWRY, Secretary Cornish Fish Producers' Organisation, Eagle Cottage, Kelynack, St. Just-in-Penwith, Cornwall.

...THEY'RE WELCOME

SIR, The complaints of your reader (Factory ship armed to be killing our jobs, *Letters*, *Fishing News*, October 6) are really in essence that pair trawling for mackerel is incompatible with pot or creel fishing for prawns or crabs.

He is being unfair and misleading in implying that this has something to do with the East European factory ships.

Loch Broom has been a herring centre for over 300 years and for a large part of that time, foreign ships have been

coming to carry away the processed products. Only recently have mackerel for a short time of the year been replacing herring.

We are very fortunate to have visiting fleets to carry away this mackerel for human food — to world and national benefit — and we should encourage their coming.

Just think of the dangerous chaos if the quota of 100,000 tonnes of mackerel were being carried over our relatively primitive roads to Scottish east coast fishmeal plants.

Most human operations cause some pollution. Ullapool itself, for example, discharges its sewage untreated into the sea. Pollution from ships can be expected to diminish once the few offenders are identified, but even at the moment it is not inopportune given that this is an important fishing area.

Indeed, Ullapool was established nearly 200 years ago for the express purpose of exploiting the fish shoals of Loch Broom.

WILLIAM MUIR, Salmon Fishing Station, Achiltibuie, Ullapool, Scotland.

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See Fisheries' Fleetwood manager, confirmed that the firm had had talks with a view to selling the ship to undisclosed interests.

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We are very fortunate to have visiting ships to carry away this mackerel for human food — to world end national benefit — and we should encourage their coming.

Just think of the dangerous chaos if the quota of 100,000 tonnes of mackerel were being carried over our relatively primitive roads to Scottish east coast fishmeal plants. Most human operations

cause some pollution. Ullepool itself, for example, discharges its sewage untreated into the sea. Pollution from ships can be expected to diminish once the few offenders are identified, but even at the moment it is not inopportune given that this is an important fishing area.

Indeed, Ullepool was established nearly 200 years ago for the express purpose of exploiting the fish shoals of Loch Broom. WILLIAM MUIR, Salmon Fishing Station, Achiltibuie, Ullepool, Scotland.

Sackings — skipper hits out

FLEETWOOD skipper, Harry Pook, hit out last week over the sacking of the crew of the former Fleetwood trawler Wyre Revenge which he has been commanding out of Aberdeen under an agreement arrived at before the Wyre Trawlers' fleet was transferred north.

He said he had told the owners, British United Trawlers, that he was going to leave Wyre Revenge after his next trip because, among other reasons, BUT had refused to provide "half-price" accommodation ashore which had been agreed with the union.

Protests

When the vessel landed and he left, the crew of Wyre Revenge was sacked. This brought protests from the Davies, Transport and General Workers' Union district organiser at Fleetwood.

The union's fishing liaison officer at the Scottish port, Albert Shepherd, said: "I made the agreement that Fleetwood men should sail these ships and I intend to stick by it. If we cannot get them back aboard we will be pressing for unfair dismissal or redundancy benefits."

Skipper Pook claimed the both Wyre Revenge and Wyre Vanguard had sailed with the Scottish crews, while Wyre Conqueror had three Scottish fishermen on board. He was very upset because BUT appeared, he said, to be making him the scapegoat for the sacking of his crew.

Other Fleetwood skippers, including his brother Charlie, had been available to take over when he left but job interviews were cancelled. Skipper Pook said: "I understand that BUT has just sold one of its smaller boats, Andrea, and that her skipper and crew have gone aboard Revenge."

"My impression is that BUT's offer of jobs at Aberdeen was merely a political gambit and that, since they've been operating the slow work-out — trying to make us chuck up the job so they would not have to finish us themselves."

Andrew Lewis, BUT's managing-director, was not available to comment on Skipper Pook's statement but said earlier: "Our agreement with the union is that Fleetwood men should be kept aboard three of the Wyre trawlers at Aberdeen, but I have now asked if they can be dispersed if necessary."

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PROCESSING AND MARKETING

BRITISH fishermen and processors are about to be dealt another body blow by scientific assessments of their major stocks. It is understood that ICES scientists have now concluded a review of the stocks for 1979 and their recommendations, if accepted, will increase pressure on the industry, particularly on home-water grounds.

There is no support for opening the North Sea herring fishery during 1979. If this recommendation is accepted it will cause great disappointment to the Scottish herring fishermen in the north-east and Shetland who had been hoping for a small North Sea fishery to compensate for this year's closure off the west coast.

Equally devastating is the scientists' recommendation that the ban on herring fishing off the west coast remains in force throughout 1979. The impact this will have on the local herring boats is unlikely to be easily offset by turning to other fisheries in view of the recommendations for these.

The only herring fisheries that the scientists recommend be fished are those in the Irish Sea and west of Ireland — but the quotas of 11,000 and 7,000 tonnes respectively are insignificant when compared with the needs of the British herring processors who now face a future even bleaker than they could have contemplated 12 months ago.

For the first time in its history, the British fishing industry faces the prospect of no herring fishing in either the North Sea or Minches which, only a few years ago, supplied the needs of the European market.

The question that must be asked is whether, if another year has to pass before even small-scale herring fishing can resume, will there be a fleet and processors left to carry on?

Mainstay

In the past the effects of a ban on one species have to some extent been absorbed by the boats turning over to other fisheries. But according to the scientists, the state of some of the alternative stocks is such that without a very big cutback in the level of landings, these species could go the same way as the herring.

This is true in particular of North Sea haddock, which is the mainstay of many seine net vessels working in the North Sea and those based in north-east Scotland.



SCIENTISTS' SHOCK REPORT WILL CUT SUPPLIES

The current TAC for North Sea haddock is 105,000 tons and it is expected that UK vessels will land about 75,000 tons this year. The recommended Total Allowable Catch (TAC) for haddock for 1979 has been reduced to 83,000 tons, which is 7,000 tons less than Scottish vessels alone landed in 1977.

There can be no doubt that by the time the Norwegians are allocated a share of this haddock and it is then carved up among the EEC member states, British fishermen will be faced with the prospect of catching substantially less haddock.

In their appraisal of the North Sea stocks, the scientists are more pessimistic than they were last year and they will be recommending that the cod TAC be reduced

from their revised figure of 210,000 tons to the substantially lower figure of 183,000 tons.

Again, a split with Norway will need to be agreed on and, if this is similar to the proportions agreed last year, then the quantity of cod available for EEC fishermen including those from the UK will be considerably lower than last year.

One of the few crumbs of comfort for British fishermen in 1977 in the North Sea was the prospect of substantially higher landings of whiting. After an initial recommendation of a TAC of 180,000 tons, the scientists reduced this mid-year to a more modest 111,000 tons.

This action may have appeared strange in view of the beneficial effects for the industry resulting from the introduction and subsequent extension of the Norway pout fish. In spite of the effects of this, the scientists have recommended a further cut-back in the North Sea whiting catches, but this time to 85,000 tons.

The only species for which an increased TAC is recommended in the North Sea is plaice, for which the scientists are recommending 120,000 tons compared with a current TAC of 115,000 tons.

Sad tale

All in all the prospects for British fishermen, who rely on North Sea grounds for their livelihood, are grim and their colleagues fishing west coast grounds are faced with an equally sad tale. Already this year the Government has all but effectively stopped vessels fishing for haddock on the west coast and the recommended haddock TAC for 1979 of 11,000 tons represents a reduction on 1978.

The TAC for whiting, which is the mainstay of many inshore vessels on the west coast, has been reduced by 5,000 tons to 13,000 tons. This must increase the chances that next year action will need to be taken to prevent whiting fishing from being curtailed before the end of the year.

In the past two years mackerel has acquired the role of saviour for a considerable proportion of the British fishing fleet. Given the scientists' recommendations for herring and other

and other member states distant water fleets. The reductions in this area for the species fished there are not so severe as those for stocks in home waters. Nevertheless, the reductions recommended may lead to even more restricted access to Norwegian waters by EEC vessels, especially as the possibility of reciprocal trade-offs involving herring and mackerel have been removed or reduced.

The scientific recommendations pose a dilemma for the governments of the UK and other member states and the KEC Commission. In the days when the allocation of quotas was under the jurisdiction of NEAFC, the scientifically recommended TACs were frequently ignored and the figures increased for the sake of political convenience.

Although this practice achieved short-term agreements between fishing countries, the long-term effect has been to lead to gross overfishing and the need for drastic action if stocks are to be regenerated.

Pressure

It is not only the stocks within the Common Market's EEC that are under pressure, but also those in the north-east Arctic fished by British

Turn to page 28

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FISH HANDLING, processing and marketing



Crabs for Paris

FRENCH demand for Scottish crabs keeps growing. This first 15-ton consignment (see above) of the season from Young's Highland Seafoods plant at Boddam near Aberdeen is destined for Paris. It will be followed by a regular supply to hypomarkets in France. The load is soon being checked away by Jlm-y Young, production accountant at the factory.

NEW COD SAUCE

BIRDS EYE — the firm which has a 86 per cent share of the retail cod in sauce market — has launched cod in mushroom sauce.

This new recipe has been tested in both the north and south of England and went into national distribution this week.

In the tests the new product was rated as highly as cod in parsley sauce which was launched in 1975 and has grown to a turnover of over £3 m. Cod in mushroom sauce contains pieces of hand-picked English mushrooms and will have an r.p. of 43p.

The launch of the new product is being backed by a £250,000 television campaign. A special launch commercial has been prepared and will be seen on screens

nationally for four weeks from October 23. This will also be backed up by extensive trade press advertising.

Cod in mushroom sauce 8 oz packs will carry a 4p-off promotional offer and freezer packs will have a 25p-off next purchase voucher. These offers will also apply to cod in butter and parsley sauce.

Independent "blind" taste tests conducted recently on behalf of Birds Eye show significant preference for the Birds Eye products over their rivals, according to the firm.

Sales of Birds Eye cod in sauce have trebled since 1970 and this year has been one of further record growth with a total volume increase of 17 per cent.

Mackerel: buyers can't compete

THE SECRETARY of the Herring Buyer's Association has said that lack of cash is preventing UK fish processors from getting their fair share of mackerel landings.

Walter Dyon said that UK processors' hands were tied, but added that the UK should be able to process all the mackerel going to Russian and Bulgarian vessels in British waters.

The "poor old processors" have had to dissipate what capital they have available to remain in business. Processors have not got the working capital available to indulge in taking normal commercial risks.

Mr. Dyon said: "The association had issued a warning that unless they got help the Government is going to see some very heavy unemployment in some areas."

"The mackerel situation is the latest proof that the processors needed a substantial injection of capital."

"If nothing is forthcoming the processors would continue to find it very difficult indeed to compete for mackerel against the buying power of the Eastern Bloc countries."

"The Government is sympathetic to the processors' plight, but sympathy will not keep them going," said Mr. Dyon.



Marc, 5, plans fish career

CUSTOMER satisfaction at a popular fish retail shop in Solihull has been taken to new lengths. Regular visits to Vickerstaff (Birmingham) Ltd. with his mother decided five-year-old Marc Silk that his future lay in the fish business.

So, managing director Frank Barker got Marc kitted out and "down to work" on the fish slab.

Marc's next step along the road to realising his ambition is a meeting with the National Federation of Fishmongers' "Master Fillet of the Year," on November 29. Marc will be matching scallops with him (or her) at a "fish surgery" to be featured before an audience of 900 as part of a Scots Festival Evening, which the NFF is staging in the Solihull Civic Hall.

BOOM IN SCALLOP EXPORTS

BIG EXPORT orders from the USA and Europe have led to a Fleetwood fish firm mounting a recruiting drive. Around 30 extra staff are needed by A.L. Seafoods to meet demand for scallops and queen.

The firm's joint proprietor, partner, David Appleton, came to Fleetwood just five years ago, having previously worked at North Shields and in Scotland. The past three years they have expanded their staff from 130.

This firm also has a share in the 82 ft. *Dea Waters* — formerly the *Boston Islander* — which has been scalloping out of Plymouth before heading north to work the Morecambe Bay area. Its command is Skipper Gordon Burns of Kirkcubright, who has a half share in the vessel.

Mr. Merrick and his

GERMANS LOOK 'DOWN-UNDER'

THE POSSIBILITY of a joint Australian-West German fishing industry project has moved a step nearer following a visit by a nine-man delegation from Schleswig-Holstein to Australia in September.

The delegation — which spent most of its time in Victoria and visited the fishing port of Portland — will recommend sending a large research vessel to Australian waters for up to a year to gain information on which decisions can be made.

The West German representative in Melbourne, Lt. Col. John McLean Bennett, said: "The delegation feels very confident about the possibility of finding fish and if satisfactory data is available, would make a recommendation for a complete fisheries project."

"This is likely to include onshore processing facilities, marketing arrangements and the building of trawlers in Australia to German design, together with financing to support the project."

"During research fishing, the research vessel will be made of the commercial viability of the project and suitable fish are found acceptable quantities, the project would be developed progressively as the ship continued its research."

The West German has up to a new company, *Australiastock Pty. Ltd.*, which is a joint venture between John McLean-Bennett and Co. Pty. Ltd.

FISH HANDLING, processing and marketing

FISH CHALLENGERS AT FREEZER SHOW

TWO ALTERNATIVES to fish served both at home and in fried fish shops were launched at the Fifth Frozen Foods and Freezer Festival held in London last week.

The main challenger is the Danish Prime Bacon Finger, being sold in packs of 30 to rival fish fingers. The bacon finger was launched on October 18 and is being packed at Aalborg, the Danish fishing port.

For fish and chip shops, the second fish alternative is the Pinye. This product consists of a special pastry which can be fried in deep fat — but the filling is meat.

Primerut Foods Ltd. launched the line with three fillings, but it may now look into the idea of increasing the range using fish. Both the new meat products could be attractive buys for consumers if fish prices rise further.

The festival saw a turnout of many of the big brand names in fish packing. King Frost, now a Ross Group label, introduced a white fish finger for the contract and institutional market which is about 15 per cent cheaper than normal white fish fingers.

Hake

King Frost is using minced South American hake for the finger which is available now from Grimsby in packs of ten. The 0.9 oz finger is being launched to complement the firm's fish cakes, but the finger market is far larger and has more potential.

Breaded products under the King Frost label are selling well, according to the firm. Mackerel was again being pushed by many firms as an alternative to banned British herring. Macrae is still importing herring from Canada, but its significantly cheaper mackerel products — which are unlikely to be hit by steep price rises — are a big-selling line.

Haddock is another fish Macrae handles which is being hit by restrictions, but the firm is looking forward to the time when the North Sea is re-opened for herring fishing. Macrae was pushing its home freezer packs.

Brekes, which markets under the Diamond B label and operates five factories at Hull, Grimsby and North Shields, was happy with potential export business.

Scampi

The firm offers a range of almost 1,000 packs and imports from 40 countries and exports to 70. A line to produce breaded scampi has just been installed in its North Shields plant.

Export contacts were made on the first morning of the show — a Sunday — and a special effort was being made with mackerel.

The Twickenham firm of A. Wakefield, based in on fish with its Purdy label and had details of a polybag of 20 cod fish fingers.

An attractive display of frozen fish was mounted by J. Bennett (Pine Foods) Ltd., of Bermondsey, London. The



Above right: Macrae's stand. The firm is offering mackerel and Canadian herring, apart from white fish. Above: fish fit for two queens. J. Bennett (Pine Foods) Ltd., which supplies Buckingham Palace and the QE2, put on this display of quality fish.

firm's business is based on supplying hotels, restaurants and catering firms within a 50-mile radius of London and it specialises in supplying London's West End. The display, which included turbot, whiting, sea bass, bream, mackerel and dory, attracted many an admiring glance.

Bennett is part of AF and has contracts to supply Buckingham Palace and the liner QE2. A spokesman for the firm said the QE2 took on about £8,000 to £10,000 worth of fish — including a lot of brill — for a recent world cruise.

A two or three-day delivery service for fresh fish to the south coast, Kent, Essex and Hertfordshire is operated by the firm, which says mackerel is now finding a growing market, especially as a meal starter.

Grants

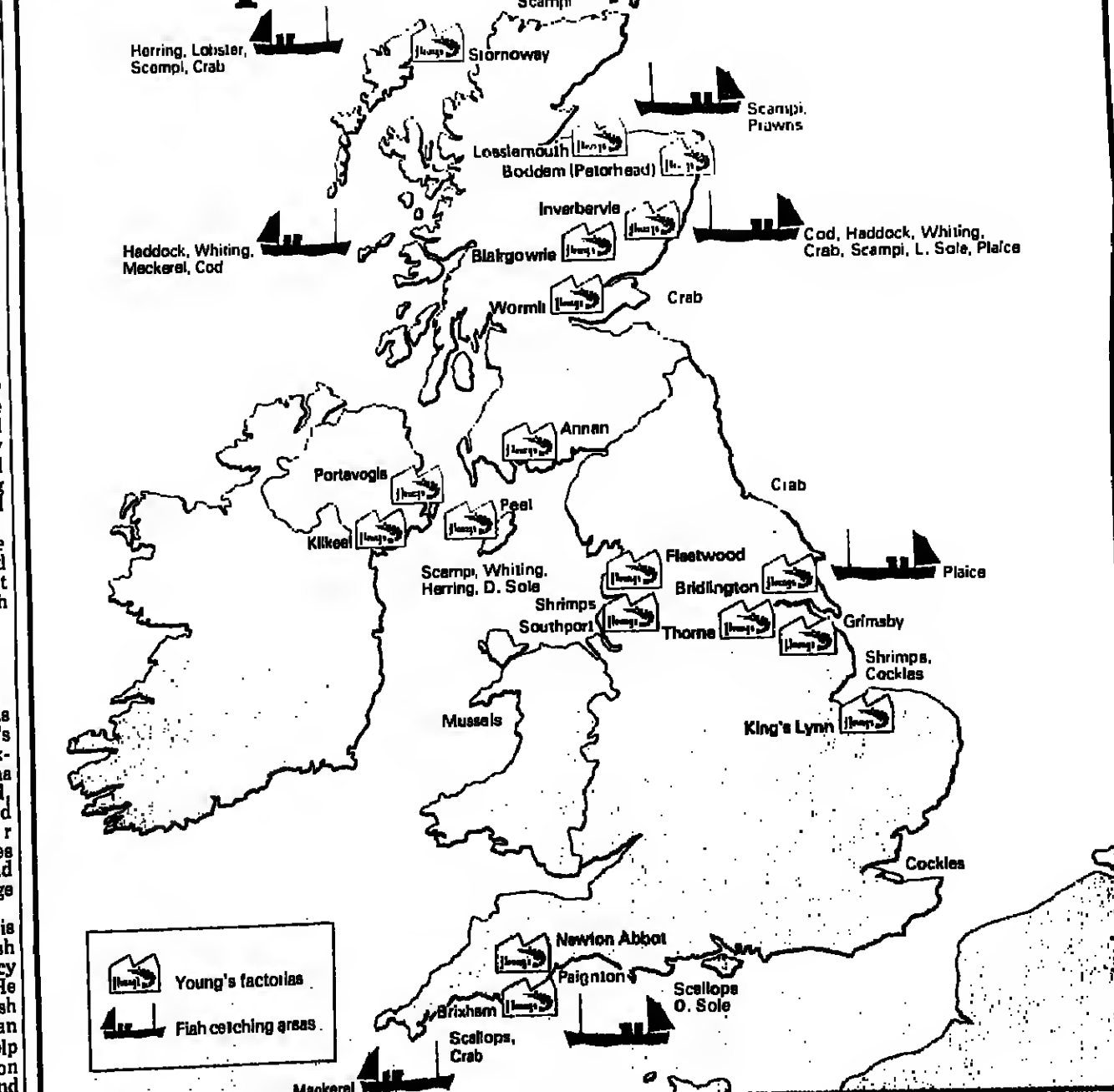
'Come to Humberside' was the development association's message to firms on the expansion trail. The area has development status and, therefore, firms are entitled to grants and other assistance. Advance factories are waiting to be filled and there is ample cold storage space available.

Marsh Business Services is run by F.O. (Freddy) Marsh who undertakes consultancy work in the food industry. He has completed a major fish export survey for the Indian government and can help firms take decisions on marketing, exporting and trouble-shooting, and advise on mergers and take-overs.

The Fifth Frozen Foods and Freezer Festival is run by Eagle Exhibition Consultants, organisers of the Catfish series of fishing exhibitions.

The firm's chairman and managing director, Desmond Corcoran, told *Fishing News* that buyers from hotels and chain stores such as the Co-op and Marks and Spencer regularly attend.

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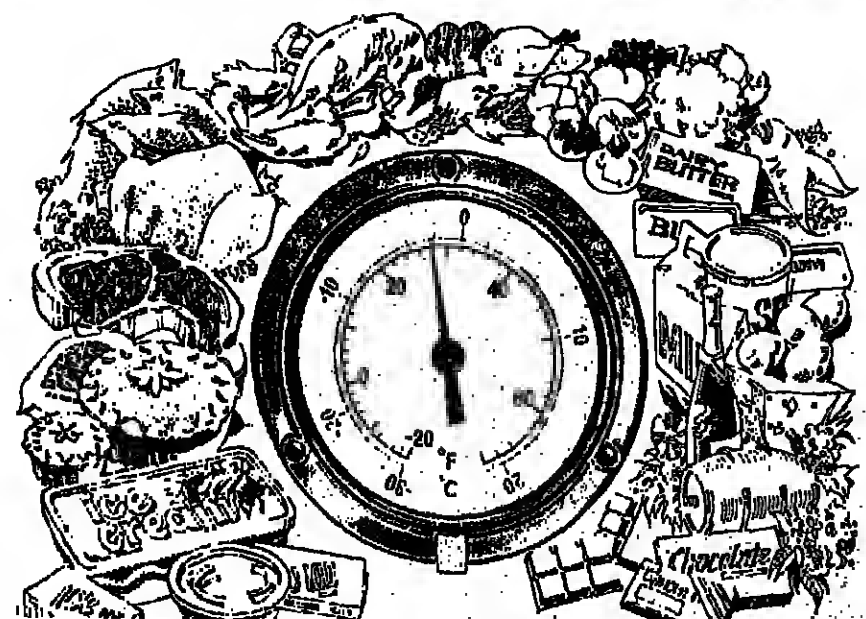
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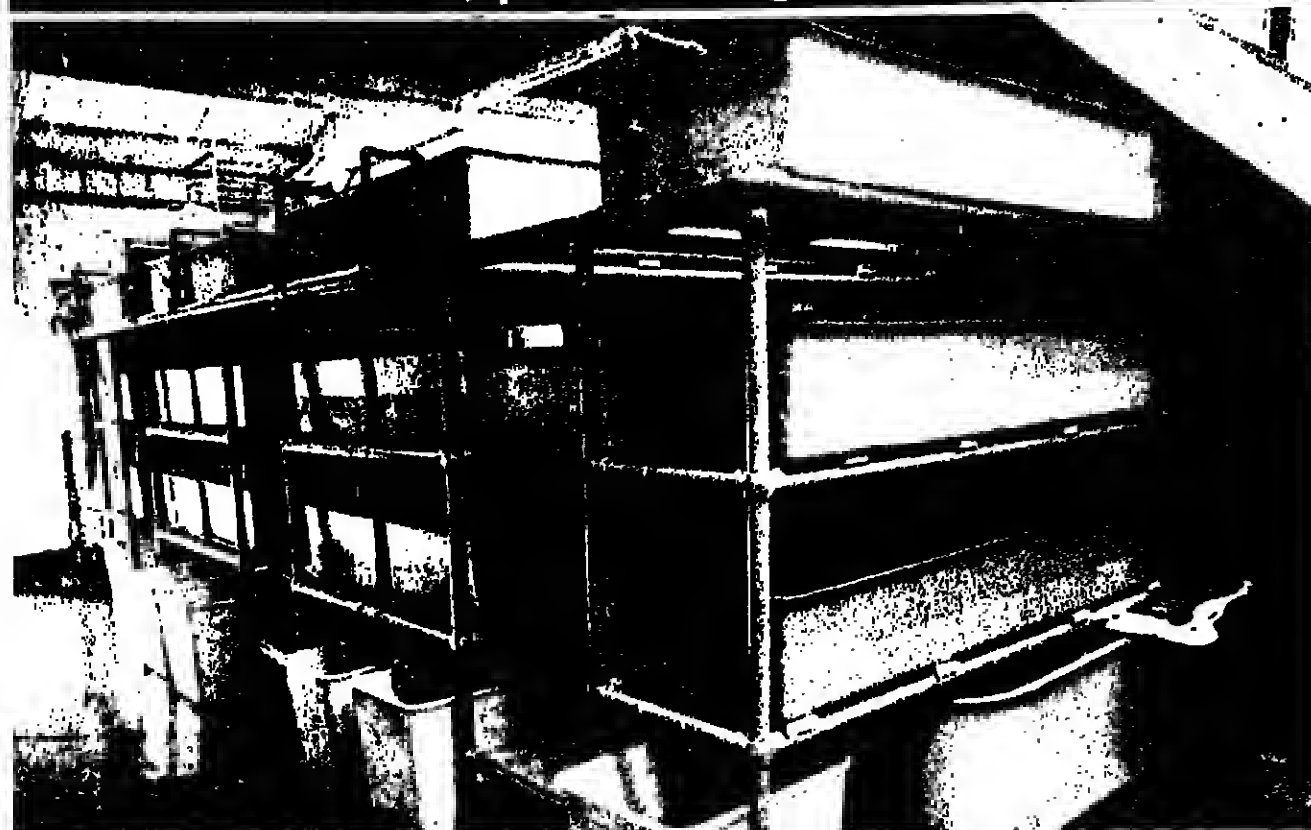


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FISH HANDLING, processing and marketing



The lobster storage at David Towne, Fleetwood, is an extension of an existing system.

Fleetwood system tripled

A LOBSTER storage system installed at Fleetwood fish market in the premises of David Towne, a leading local merchants, has recently been tripled in size.

This new storage unit is a development of earlier systems produced by Shellfish Systems Ltd of Stroud, Glos.

It is built on a modular basis which allows maximum storage capacity in minimum space and, at the same time, sections can be closed down for cleaning or maintenance.

Lobsters are held in 18 GRP storage tanks each 9 ft. long by 2 ft. wide. These are mounted on a tubular steel frame made corrosion-resistant with a PVC covering. The tanks are mounted above the three reservoir tanks and wooden staging between them give access.

Duplicated 1 hp electric pumps are used to circulate water which is made up from fresh water with dissolved salts. The water flow into the tanks and between is designed to give a good quantity to all parts of the tanks and to give maximum aeration for improving the quantity of dissolved oxygen.

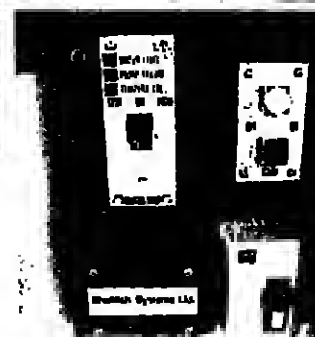
In the event of a complete power failure, all the storage tanks will drain into the reservoir to ensure the survival of lobsters for several hours.

A stainless steel cooling coil is installed into one of the reservoir tanks. This is coupled to a 3 hp refrigeration compressor designed to maintain the circulating water at a temperature of around 8° C.

A comprehensive alarm system developed by Shellfish Systems gives warning of low water level, high temperature and pump failure. In the event of one pump failing, the other pump automatically takes over the load.

One feature of the new system is the absence of water splash. This has been achieved by careful design of the tank inlets and outlets; the chances of corrosion are reduced while helping to prevent waste of the circulating water.

Shellfish Systems Ltd. build lobster storage units to meet a wide variety of requirements, from glass tanks for restaurant use and small systems designed for



The alarm panel monitors the new storage system and is a vital safeguard.

fishermen, to large or small systems for fish merchants and wholesalers.

It is now also currently designing vivar systems for fishing boats to help maintain catches in good condition until landing.

Systems can work either from artificial sea water or from natural sea water where there is a suitable supply.

LOBSTER

A LOBSTER is worth very little once it is dead unless it happens to be on the customer's dinner plate—and this is why the lobster industry has become so specialised.

Yet, for all its specialisation, the industry still has a long way to go before it becomes fully rationalised. A major step towards this is the introduction of storage systems using recirculating artificial sea water.

Prior to this development, lobster storage depended on a good flow of clear sea water and so the location of systems was greatly restricted. Clear sea water is becoming harder to find and the industry is turning more and more to artificial systems.

Mortality

Lobsters will deteriorate from the moment they are caught unless properly cared for. Part of the high price of lobsters is due to the mortality rate which can occur between catching and the cooking pot. Fishermen are one of the worst offenders in this respect.

When lobsters are caught they are usually left on deck in a basket until transferred to a store base floating at sea. By the time they are put into the store box, the condition of the lobsters has deteriorated—and the store box waving in the waves is not a good place for them to recover.

Heavy rain can reduce the salinity of the surface water and lobsters will react unfavourably. When the buyer calls, the lobsters are collected and they may be in a weak state before what may be

a long journey to the fish merchants' tanks. From this point on they tend to be handled with more care because they then represent a tangible asset. Even so, many fish merchants are casual in their approach to handling lobsters, much of this is the result of a lack of knowledge about holding lobsters and the design of the storage system.

Hibernate

The idea of a good system is to try and reproduce as far as possible the conditions under which the lobster hibernates in winter. The water should be at a low temperature to reduce activity, but it must be well oxygenated. The salinity must be maintained at the right level and impurities filtered off.

Most of these requirements can be met with a system using natural sea water simply by ensuring a good flow of water. The water, if drawn from close to the seabed, will be generally cool and the oxygen content will not be a problem as the water is being continuously replaced. Similarly waste products will be carried away.

Pollution

There is an obvious attraction in such a system if facilities can be found in the right location. There is also the increasing risk of pollution, either from oil or chemicals as the Amoco Cadiz episode demonstrated. One way around this is to have a natural sea water system which can be switched to a closed circuit if pollution threatens.



Lobsters in an artificial system—the tray can also be used to isolate weak lobsters.

FISH HANDLING, processing and marketing

STORE UNITS IN DEMAND



Above: good water circulation is essential in artificial systems. Here the water is sprayed in to improve oxygenation and the lobsters come out of storage (left) fit and healthy. They are ready for onward transport and eating.

One of the largest systems in the USA works in this way. The Bay State Lobster Co. at Boston operates on the harbour waterfront and its 350,000 lb. capacity system incorporates refrigeration and filters to allow operation as a closed circuit if there is a risk of pollution.

The demand for storage systems is rising among fish merchants. In time it is likely to bring about a considerable change in the pattern of the lobster business, with systems being installed as staging posts in the long trip between the fishing boat and the customer's plate.

The first stage in such a move would be at the port. A storage base would enable fishermen to hold catches so that they are in prime condition when the buyers arrive. Buying would be on a regular basis, with the system capable of holding the catch for several weeks to cope with a glut. The reduction in mortalities would more than offset the cost of such a system to fishermen.

Logical

For the merchant shipping lobsters abroad, the logical place for a store is near an airport. Most lobsters are flown abroad and such a system would give the lobster time to recover and reduce the journey time to a minimum. At the other end, a storage system close to the airport enables lobsters to recover before distribution.

The three main elements of an artificial system are water circulation, refrigeration and filtering. Unless carefully planned, any one of these elements can let the system

Water circulation has to be designed so that the water can absorb the maximum amount of oxygen and, at the same time, ensure that the water flow reaches every part of the system so that there are no stagnant areas. Storage tanks are normally arranged so that the flow is naturally carried from tank to tank, each flow picking up oxygen on the way.

Refrigeration is designed to keep the water temperature between 6 and 8 degrees Centigrade. This is the ideal, but in very hot weather the temperature may rise. A

larger refrigeration unit would cope, but it is usually cheaper to reduce the quantity of lobsters held in these conditions than to have a larger plant.

The cooling coils are placed in the reservoir tanks which are large enough to hold all the water in the system. This storage tanks drain into this reservoir in the event of a pump failure to allow lobsters to survive for around 12 hours during power cuts.

Shells

Filtration is very important, particularly if there is a high turnover of lobsters. A variety of filtration media are used but one of the most effective is cockle shells. Activated carbon is more expensive. Filters can be either of the pressure type or natural flow, the latter being preferable because there is less risk of blockage. As there can be a lot of money tied up in the lobsters in the system, safeguards are essential. Alarms can be fitted to measure temperature, pump failure and low water level. Dual pumps can be made to switch over automatically in the event of failure and the same can be done for the refrigeration plants, but this is not so critical.

These storage systems are equally suited to crewfish, oysters, prawns and, in fact, any type of seawater shellfish. Systems of a similar type are made for eels, but these use fresh water.

Benefit

There is no doubt that, with the use of these artificial sea water systems, there will be a considerable rationalisation of the shellfish industry and the established centres may change. Fish merchants may not like the idea of fishermen establishing their own storage systems, but of benefit to them is smaller systems for restaurant use, which can help to increase the turnover of lobsters.

Another area being explored is fitting storage tanks on board fishing boats. This will help keep lobsters in good condition to start off the whole chain of lobster marketing in the best way.

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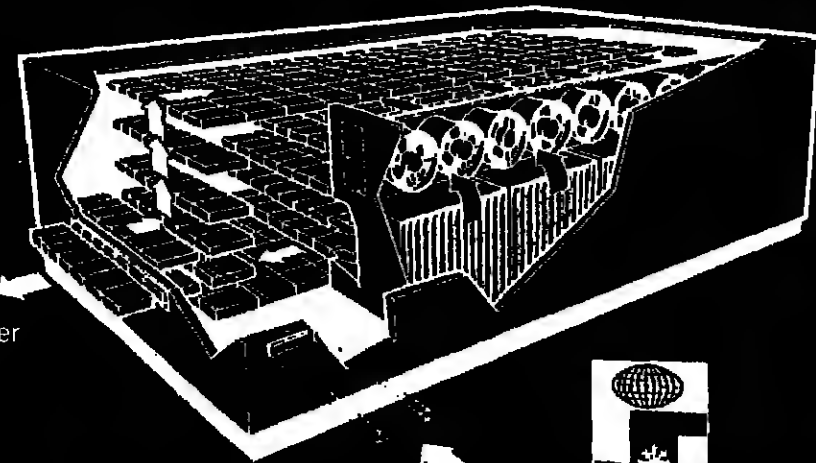
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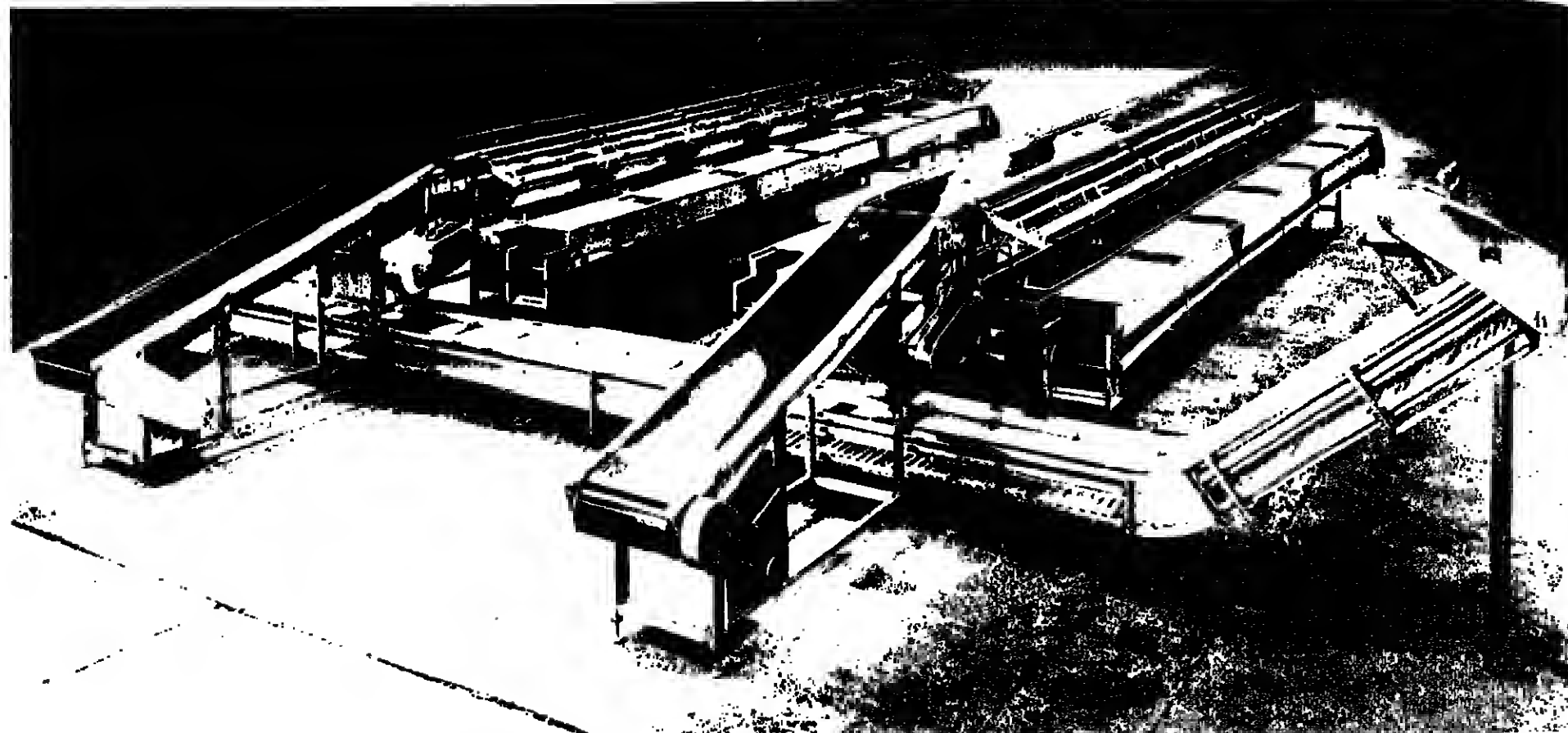


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FISH HANDLING, processing and marketing

Filleting line comes straight



Above: the 24-station hand filleting line, with affix conveyor ready to be installed at the Joe Little factory. Left: filleting goes underway at the Aberdeen plant.



Below: frozen North Sea whiting fillets are a Joe Little specialty. The firm buys fish locally.



FISH HANDLING

off the shelf

ONLY WEEKS after displaying its new hand-filleting line at the Cetch '78 show in Aberdeen, Intel Engineers Ltd. has designed, manufactured and commissioned a purpose-built hand-filleting line for leading Aberdeen-based white fish processor Joe Little Ltd.

Introduced after extensive market research into processing firms' equipment requirements, specifications and economics, the new line has been designed to meet the needs of any fish processor, large or small.

The equipment is made of stainless steel with long-lasting synthetic cutting boards. It is hygienic and easy to clean and meets all current and anticipated sanitary regulations. Semi-monocoque construction combines light weight with great strength, but at low cost.

The system is based on a standard four-station module with bolt-on feed and take-off end units. The equipment's flexibility allows a processor to start with a small line if need be and then extend it as the premises or business expand.

Units are available off-the-shelf, which cuts installation time to a minimum.

The filleting line for Joe Little was installed at its Sinclair Road premises during the Saturday and Sunday mornings of one weekend, so that there was no interruption in the firm's processing routine and the equipment was ready to use on the Monday morning.

To suit the layout of the premises, the Joe Little installation consists of two identical 12-station lines positioned side by side and linked by an offal take-away conveyor. It

...INTO ABERDEEN FISH FACTORY

replaces a mild steel filleting line which was 12 years old.

Joe Little Ltd. was founded in the 1940s by Joe Little, who is the son of a Grimsby fish processor. The firm now employs 80 people and specialises in the production of consumer packs of fresh frozen white fish fillets which are exported to many parts of the world.

Inshore

Harry Foster, general manager, told *Fishing News* that the firm buys top-quality inshore fish from ports in the Aberdeen area and has a throughput of about 50 tons a week.

Intel Engineers of Aberdeen is one of Europe's leading designers and manufacturers of food-processing plant and equipment. At this month's Fish Expo '78 in Boston, USA, Intel will be showing two machines from its new queen scollop processing line. They will be shown on Stand 2020 in the British section.

Intel's brine-flotation separator and queen scollop eviscerator come from a six-station line-up which can be designed to process any required tonnage of shellfish.

The complete line is an entirely automatic continuous process which employs a highly-efficient system of integrated conveyors to permit installation in a relatively restricted space.

Extensive use is made of stainless steel and other food quality materials in the manufacture of the equipment to maintain a high standard of hygienic operation.

As one of the 11 exhibitors making up the British joint venture representation at Fish Expo, Intel will have full information, pictures and illustrations of its wide-ranging design and manufacturing capabilities which have won the company its international reputation.

Details will also be available of Intel's complete project management service for new fish-processing turnkey projects worldwide. Intel is a member of the Aberdeen-based Aberdeen Holdings Ltd. group of 21 companies, and will be represented in Boston by Bill Reith, projects manager, Bill Dick, sales manager from Aberdeen, and by Jose L. Seavendra, president of Aberdeen Allmonte Inc. — the group's overseas marketing subsidiary in Venezuela.

Below: fillets coming down the take-off conveyor on one of the 12-station Joe Little lines.



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GIFFARD: The outer here is of waterproofed 4oz nylon and comes in navy-blue or olive-green at £18.90.

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Herring firm may expand

AN EXPANSION by the Isle of Man's biggest fish processor and herring exporter — Dutchman Aart Verboon — looks likely. He has bought a three-acre site alongside his plant for an estimated £250,000.

The site, off Mill Road, Peel, has an operational brickworks on it and the men employed there have been told that it will continue to manufacture bricks for as long as possible.

But the brickworks is adjacent to Mr. Verboon's already considerable processing and blast-freezing plant, and he said the opportunity for expansion obviously had a lot to do with his investment.

Mr. Verboon, who moved to the Isle of Man several years ago, is now the island's major land-based herring buyer and operates all year round. He said: "The brickworks staff have been informed of the sale, and told it will continue as a brickworks as long as possible."

...SITE BOUGHT

Asked about possible expansion to his fish operation, he said his purchases of land were an opportunity for expansion. He added: "We have to look into it."

FISH HANDLING, processing and marketing



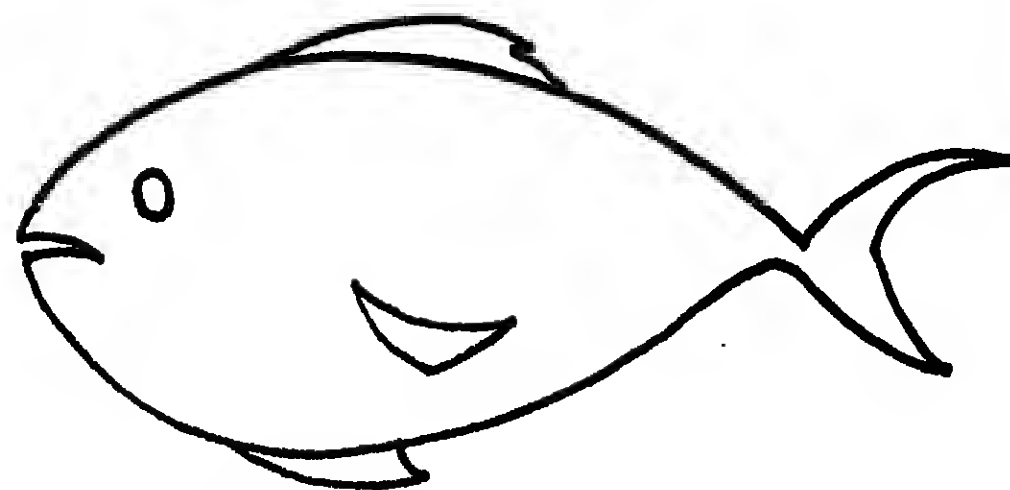
A warm welcome from the Milan merchants on the White Fish Authority export team. (Photo angle: cameramen well entertained!)

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BRITISH FISH MERCHANTS MOVE INTO ITALY

A PARTY of British fish merchants and processors returned on Sunday from a highly successful tour of Italy aimed at opening up new markets for their fish. This seven-day probe, which took in Milan, Venice, Genoa and Rome, revealed prospects for the supply of a wide variety of fish — especially frozen products.

The markets certainly proved something of a surprise and many of the merchants must have thought they were in Lilliput when they saw the size of some of the fish being handled: sole down to 34 in., squid 14 in. in the body and frozen mackerel from Cornwall at 10 to the kilo.

This was the sixth export mission into Europe organised by the White Fish Authority, and was led by Tony Woodcock, Trade and Publicity Controller and his deputy, Dick Murray. Other WFA staff on the tour included: Mike Urch, senior market development officer, and Ian Scott, assistant economist.

Encouraging

The British Consulate in Italy provided welcome help and hospitality throughout the tour.

On the selling side fish merchants and processors from Portsmouth to Scotland were out looking for orders. One of the most encouraging aspects of the tour was to see a Southampton fisherman, Jack Pallot, working alongside his buyer Bernard Johnson of Johnson's Sea Enterprises, looking for markets for their products.

The success of the tour was best summed up by Alex Paton of Walch & Son, who on returning to his office on Monday said: "My telox is melting with inquiries from Italy."

Another enthusiastic processor was John Arrow of Selsey who said: "This trip has been magic for me." Talking about mackerel, he explained that there was a great deal of interest for the specialist. "The requirement is for a well presented pack with accurate grading — and I can

do this." With a factory coming on stream at New Quay, Wales, which has 20-ton day blast freezing capacity, the Arrow concern looks set for a place on the Italian market with both mackerel and cuttlefish.

The Italian market certainly proved itself wide open for mackerel, sole, squid, monkfish, cuttlefish — and above all, scampi. The only drawback was the ability of some merchants to supply fish already in wide demand around the world.

The Italian fishing industry looks in a sorry state. The Government is desperately trying to get permanent agreements for its deep-sea freezer fleet to fish off Africa, but hardly seems to be lifting a finger to help coastal fishermen modernise their boats.

In the long run this can only be good news for exporters waiting to break into the market. While the opportunity to supply fish is there, the operation can be tedious. Often small amounts of fish are required and the market faces the hazard of a four-day run from the UK to Italy.

However, after several hair-raising coach trips around Northern Italy with a coach driver who quickly became known as "Fango", many people on the tour came back convinced that with an Italian at the wheel there might be some hope of shortening the long lorry into Italy.

One man on the trip who decided he could best the time problem posed by road transport for fresh fish was Peter Wright, of Rawlings at Milford Haven, who earlier this year stepped in to buy three trawlers that were out of business at the port.

FISH HANDLING, processing and marketing

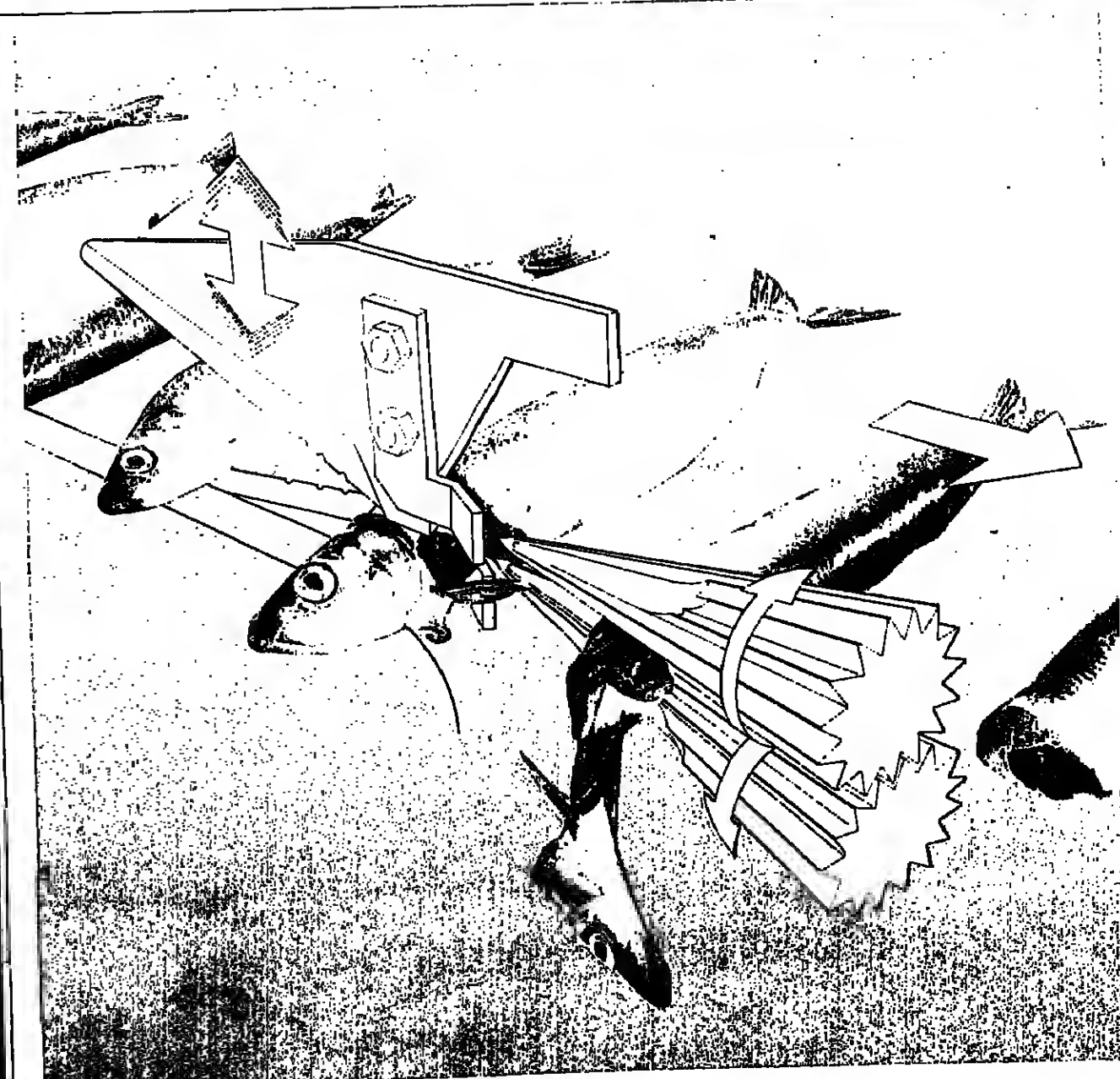
merchants and processors hit the export trail last week on a mission organised by the Fish Authority. HARRY BARRETT accompanied the tour and, in this report, looks at the prospects in Italy for British fish.

Below: A prima swordfish at Milan. This is a popular dish on Italian dining tables, cut as a steak.

Right: Some of the WFA party prepares to leave Rome for the airport and home, after a successful trip.



Continued overleaf



Sometimes small differences in a machine cause big differences in performance.

The main point for processing small shoal fish like sardines — but also herring and mackerel — is a high speed performance of heading and absolutely exact and complete evisceration. Many systems have been developed achieving high capacity but not always a good product. BAADER solved this problem. On the new nobbing machine BAADER 485 the fish are headed as by hand nobbing shears, and the guts are engaged solely and completely removed without a jerk. To an optimum degree BAADER engineers transformed manual skill to maximum mechanical efficiency. The machine is capable of processing up to 350 fish/min including automatic devices for tail cutting and cutting the fish to length. Pay attention to the difference: speed does not always mean efficiency! With the nobbing machine BAADER 485 there is no difference between maximum capacity and quality! Our experiences gathered during several decades are your economical advantage.



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Merchant of Venice

THE WHOLESALE markets in the Northern Italian area of Venice handle around 262,000 tonnes of fish a year. Smaller amounts come in from other Italian markets (mainly Milan) and from abroad.

White fish imports come from Denmark and Thailand, with mussels from Spain. Spiny lobsters are being flown direct into Venice from Somalia and £10 a kilo is being paid for lobsters on the Milan market. With the local fleet, mainly comprised of very small boats around 20 tonnes, imports are at a premium in the October-March

period when weather prevents fishing.

Imports have not been without their problems. There have been difficulties with Korean fish as well as with deaths in the area, resulting in imports from Formosa.

A local Chamber of Commerce official says that this has been due to the fact that the point of origin being made the point of origin of the fish is not always clear. It is also a problem of origin, especially if regulations are not enough. Fish is not all the same in the Province.

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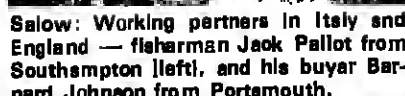
FISH HANDLING, processing and marketing



Above: John Arrow from Sealeys right in discussion with a Rome fish importer, via interpreter Signorina Maria Teresa Esposito.



Left: Still plenty of business going on in the coach between stop-overs. Alex Paton of Walsh & Son with calculator at the ready.



Below: Working partners in Italy and England — fisherman Jack Pallot from Southampton (left), and his buyer Bernard Johnson from Portsmouth.



Right: Cod blocks on the processing line at the Tontini factory in Anzio.



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FISH HANDLING MERCHANTS IN ITALY

Continued from page 21

imported from Scotland. While the long trip had taken its toll on some of the scampi displayed, none of the Italian merchants seemed too bothered.

The market was filled with a wide variety of fish, much of which because of its size, would have been difficult to find any demand in the UK. Tiny red mullet were everywhere and salmon was coming in from the USA, along with mackerel from Spain and Holland.

There were also a lot of skinned dogs around, but local merchants explained that the price had dropped alarmingly, down to £1.24 a kilo.

Unaware

At the well known port of Genoa, where the British saw met local fish merchants, the talk centred around fresh mackerel. The main interest was in 4-5 per kilo from Cornwall.

There was some difficulty in explaining that the smallest mackerel packed from the boat can only be in 35-kilo boxes — and these seemed to be too big for the Italian market. Local merchants did not seem clued up on developments in mackerel fishing and were completely unaware of the trend to hold fish in refrigerated seawater tanks on board.

The Genoa fish market handles around 70,000 tonnes of fish a year with supplies coming in from Germany, Denmark, France, Spain and Scotland. The Scottish hold on the market is mainly through scampi, sole, hake and monkfish.

The Genoa market also relies heavily on dogfish.

Just outside Genoa at Voltri, the WFA tour stopped off at one of the biggest processing plants in Italy — the Tontini factory at Anzio.

There is little doubt that this factory has been hit by the cut down on imports from Japan since the advent of 700-mile limits. Although chairman Alao Calogno was guarded about this situation, he did reveal that on a single



Dr. Francis Clarke from Clipper Seafoods and Donel Cola with brother Mike, from Lowsatoff, get down to business with Italian fish importers in Rome. Below: Peter Wright from Rawlings at Milford Haven, accompanied by his wife, leaves Milan to talk fish in Venice. Tony Woodcock WFA tour leader (background).



day in the previous week he had brought 1,000 tonnes of mackerel in from Germany. It was also interesting to note that the Italians are interested in high fat content mackerel.

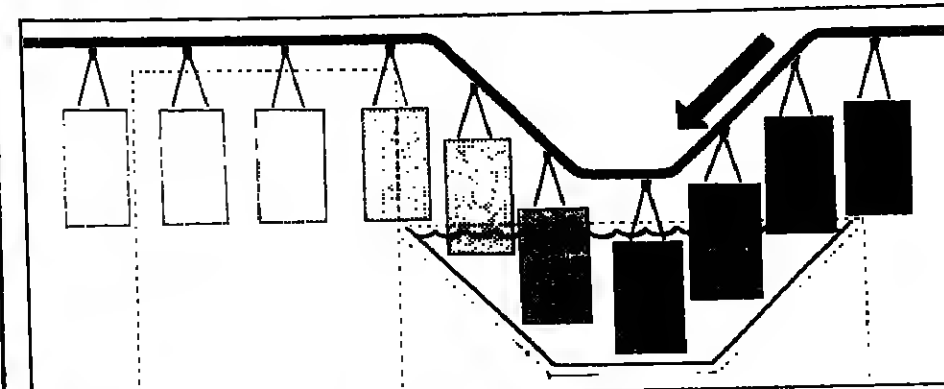
The uncertain state of Italian distant water fishing is obviously causing havoc with shore-based production and Mr. Calogno stressed the need for joint ventures with countries like Somalia.

When the tour finally moved on to Rome and visited the Tontini factory at Anzio — which also has an interest in distant water freezers — the same fears were being expressed about lack of permanent agreements on fishing rights with Namibia, off south-west Africa.

This firm has five trawlers with freezing capacity up to 70-tonnes which land at Anzio. The factory handles fish

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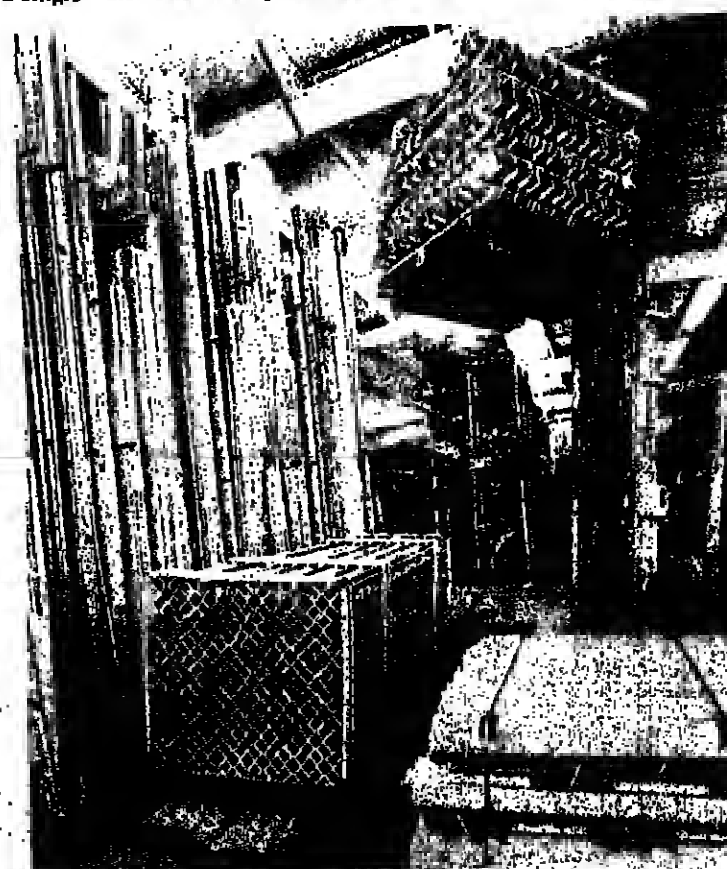
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FISH HANDLING, processing and marketing

GRIMSBY'S LAST

IT IS always sad to look back at the collapse of a once-prosperous industry. For although it seems hard to believe, Grimsby was once the centre of a thriving herring fishery where fish teemed off-shore every autumn by the millions.

This brief, yet hectic season, was a big money-spinner to several of the port's more go-ahead fish merchants and, at its peak — before and after the Great War — the old Grimsby Herring Merchants' Association was a force to be reckoned with.

Inevitably, there developed a select band of herring specialists, mostly curers who turned over a part of their white fish smoke houses for a few busy months each year and went flat out producing the Grimsby kipper.

Nemes like Cawthorn, Green, Frayne, Harrison and Forbes roll off the tongue but, as the North Sea fishing declined one by one the Grimsby kippers closed or went back to curing white fish.

Suffered

Today, with the almost complete ban on herring fishing in UK waters, Grimsby is just about the last place anyone would expect to find a smoke house still full-time kipping. But the gently swaying kiln cowl topping the roof of premises in Henderson Street betrays Frank A. Peterson Ltd, the town's very last herring curer.

It would be misleading to pretend the firm has not suffered as a result of the massive restrictions on herring fishing which are in force. Each new measure has meant a further tightening of the Peterson belt: fewer staff, a kiln or two less and even the odd day when production is trimmed right back.

Yet the deprivations are modest compared to the havoc wrought in Scotland among the kipper men, and in the struggle for survival this long-established firm looks safe enough despite the present shortcomings.

Like so many of the Grimsby family merchant businesses which have proliferated over the years, the firm owes much to the foresight and business acumen of the founder, the late Frank Peterson, and to similar qualities in his son Arthur Peterson.

Sticky

As managing director and head of the firm, Arthur Peterson has the unenviable task of guiding it through yet another sticky patch and the multiplicity of problems which is besetting the industry. One of the most respected of men in herring circles, Arthur Peterson has a quietly outspoken manner and an immense knowledge of the herring industry, so that he is probably as well known outside Grimsby as he is on his own stamping ground.

Today the family name is synonymous with herrings and the very best selected



oak-cured kippers, supplied to the trade under the firm's famous Red Arrow brand — "Always on the mark."

Although it is still run as a smallish family business, it's a racing certainty that a letter simply addressed "Kippers, Grimsby," would find its way to Mr. Peterson's desk.

The Peterson story is an interesting one. At the tender age of 14 the founder was doing very nicely making his own way in the world, buying and selling crabs and shellfish from Filey.

Eventually, he returned on his father's instructions to help out in the large fishmongering and merchandising business the family owned in Hull.

Some years later, more knowledgeable and experienced, he was on the move again. This time to Grimsby where he quite literally notched a nail in the beam on the corner of Doughty's and Melhuish's.

Closed

Where Frank Peterson scored over his rivals was in resisting the temptation to expand too fast too quickly. However, in 1918 he opened a seasonal branch at Lowestoft (closed in 1987 when the Lowestoft fishery was on its last legs) and after the second world war another at Whitby.

The Whitby venture conveniently slotted into the before the Lowestoft was, and when Arthur Peterson joined his father he, in turn, gained a wealth of experience through running the Whitby and Lowestoft branches for years.

But the real trump card was Frank Peterson's early decision to produce and sell his own herrings and kipper the year round. Having secured his customers he did not want them drifting off to alternative suppliers once the autumn fishery was over.

To do a year-round trade he bought up supplies from nearly every herring station in the British Isles and was a monotonous regularity to the railway brought into Grimsby wagonload after wagonload of herrings from as far afield as Wick, Anstruther, Lowestoft and the Isle of Man to keep the Grimsby smoke house going non-stop.

When supplies were short he imported from countries such as Norway — before it sacrificed its fishing industry for meat. More recently, Petersons have fallen back on frozen supplies from Canada and other countries to supplement the meagre UK catch.

The first kippers — an English invention, although the word itself is almost certainly a corruption of the Dutch "kippen" — are attributed to John Woodger, of Newcastle upon Tyne, who apparently stumbled across the idea while experimenting with "kippered" salmon in 1843.

In Victorian Britain kippers caught on quickly because of their cheapness and good keeping properties. After the turn of the century, still largely a poor man's dish, they enjoyed a much wider market as breakfast, or tea-time treat, and curers were forced to maintain a much higher standard of cure than the earlier classes had accepted.

It was this high-quality home market which Peterson has secured and which, including quite recently, has brought him a reputation as a top-quality kipper. Some have never heard of the process and in Arthur Peterson's own words:

"Until the last war herrings were always split or cut," then brined and smoked by hand. A good woman splitter could make or break a firm so Petersons always had the best. With the passing of this skill the firm made its one concession to modernity and a rotary splitting machine, for kippers on the bone, and a rotary filletter for boneless kippers, were brought in.

The split herrings (the backbone should always be on the left side with the cut side uppermost) are first immersed in tubs of brine.

After about half an hour, the fish are individually hung on to tenter hooks in kipper racks, one inch square lengths of wood the same size as the width of the kiln, and then "dripping off".

12 minutes for the kipper and six for the boneless — they are hung on horizontal rails either side of the kiln for smoking overnight.

Petersons still use the traditional "London way" of curing in a series of vertical kilns roughly six feet deep and four feet wide. Each kiln has 21 sets of rails to support the tenter haulk of loaded fish although only the top 13 are ever used and each haulk has to be lifted, one at a time, three times by hand from the lower rails by a time-consuming, laboriously back-breaking process.

Once this task is completed the cure can begin. Fires are lit at the bottom of each full kiln on a bed of shavings and chipmunks covered with oak sawdust.

It's a delicate and sometimes difficult process getting the cure just right and a good smoker is worth his weight in gold. His job starts at midnight and is one of the very few inside jobs which the weather outside affects.

It is damp and the air is saturated with vapour, he may have to make several repeat firings (small sharp fires) before he gets the exact "strike" and the cure is complete, any time between five and eight in the morning. There is a good deal of argument over modern kilns, but the very best cure the traditional vertical kiln, with

FISH HANDLING, processing and marketing

HERRING CURER



At packaging and grading is by hand and imperial weights have been retained. Above: filling a bulk prior to smoking are Ted Canton (left) and Joan Inglis. Right: kippers in a vertical kiln ready for moving up before the cure can begin. Each kiln has 21 sets, but only the top 13 are used.

quick that one of the reasons it's still alive today. "Until the last war herrings were always split or cut," then brined and smoked by hand. A good woman splitter could make or break a firm so Petersons always had the best. With the passing of this skill the firm made its one concession to modernity and a rotary splitting machine, for kippers on the bone, and a rotary filletter for boneless kippers, were brought in.

The split herrings (the backbone should always be on the left side with the cut side uppermost) are first immersed in tubs of brine.

After about half an hour, the fish are individually hung on to tenter hooks in kipper racks, one inch square lengths of wood the same size as the width of the kiln, and then "dripping off".

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the oils dripping down into the fire and being recycled back up in the smoke is generally regarded as superior.

Once the cure is finished the tenter haulks are stacked on wooden "horses" after cooling in the packaging room alongside the upper kiln where the cure takes place.

Surplus

Petersons pack in three grades, large (6 to 7 oz), medium (5 to 6 oz) and small (under 4 oz) in 7 lb and 14 lb wholesale boxes under the Red Arrow label.

Most of the production is sold fresh to daily orders — like "hot cakes" even at £6.80 for a 14 lb box for medium and £8 for a 14 lb box of Loch Fyne. Any surplus is usually deep frozen.

But what of the future? After 68 years at the very pinnacle of the trade can Petersons really survive the tidal waves of fishing restrictions which have brought such unprecedented hardship and threatens to sweep the industry to oblivion?

Stoically, Mr. Peterson believes he can. He is sure the herring industry is being used as a political pawn in the battle to thrash out a Common Market Fisheries Policy under the pretence of conservation measures.

He believes and many North Sea skippers agree on this point that the herring has already made a big recovery in the North Sea and once there is an EEC settlement a resumption of herring fishing on a modified scale will come into force.

In 44 years in the industry he has seen overfishing ruin many grounds and as a conservationist he has fervently warned the authorities when grounds were being abused beyond endurance — usually to no avail — by fishing methods which give the fish no chance of escape.

Oddly enough, the end of the North Sea fishing two years ago made very little difference as the firm had just increased its purchases on the west coast and in the Minch and he bought very heavily when the Minches closed.

Arthur Peterson has sufficient herring in cold storage now to carry the firm through

Pellywell



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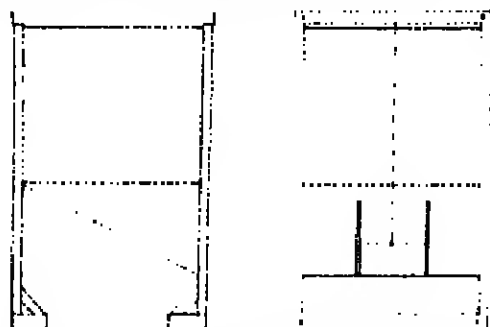
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FISH HANDLING, processing and marketing

CHILE

Everyone is setting up shop

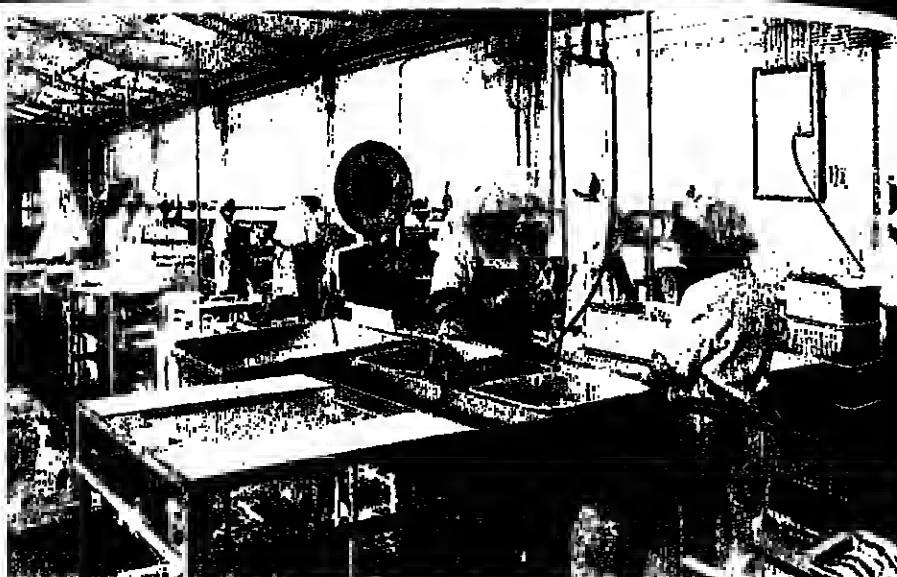
A MASSIVE concentration of international seafood processors have set-up offices in Chile in anticipation of a fish boom.

Rising demand for all seafood products and steady orders have encouraged the growth of the industry along the coast line, which, if fully exploited, could produce earnings that would exceed those from copper — Chile's major export.

The largest area of expansion is the canning industry with export sales rising from 2.8m in 1976 to 9.5m in 1977.

The Institute of Fisheries Promotion says production will be greatly increased when processing plants are technically improved and modernised and workers have more knowledge of the handling of the raw material. It has already set-up a programme to instruct fishermen and factory workers on how to improve the quality of the fish by the right handling methods.

In the main the plants are small but most of them are planning expansion and



One of the fish factories in Chile with more up-to-date machinery.

World scene

many have already upgraded old equipment.

The industry is expected to register substantial gains in volume over the next five years, with emphasis on higher-quality aimed at boosting the export market.

Chile's labour costs are low and so give the country a small edge over competitors in many world markets and with additional mechanisation the country should be able to keep the lead in this industry.

KOREA

LOOKING FOR WIDE MARKET

MORE FISH from Korea could be on the world market as a result of a relaxation of export controls by the government. Controls had been brought in to restrict the exports of fish which were needed on the local market.

Prices abroad have well above those obtained locally, and the industry has been running into profits with 200-mile limits to away important grounds.

As a result, controls have been lifted on ten species including tuna, Alaska and cuttlefish.

Pressure is being put on New Zealand by Korea to increase catch quotas and demand is based on the expansion of New Zealand's ports to Korea which has risen from 43m dollars in 1977 and look like rising to 70m dollars by the end of the year.

Korea applied for a 20-ton quota off New Zealand last year, but ended up with only 32,000 tons. One of the main demands by Korea for an increase in the allocation which is presently limited to 400 tons.

Only 23 of Korea's 25 strong trawling fleet are claimed to be working in New Zealand waters.

probably continue this activity.

The International Whaling Commission Division 5, which stretches from the equator to the South Pole between 133 deg. E and 90 deg. E (roughly the South Australian border to the mid-eastern Indian Ocean) has been worked only by Australian whale catchers since 1976. The 1979 quota of 561 whales in the division would revert to the IWC to be reallocated.

AUSTRALIA

would make a loss in 1978 and was not likely to make any profits next year.

The company will also be affected by the quota cut in 1979 which will lower production by about 1,000 tons.

But Mr. Saleeba did not expect the Albany station closure to end whaling in the region. Soviet and Japanese whaling fleets would

EXPORT DRIVE CANADA

A DRIVE by Canada to supply world markets has been reinforced by the forming of the Canadian Association of Fish Exporters. Based in Ottawa, CAFE is working closely with the Fisheries Council of Canada advising the government on fish export policies and progress.

Main priority will be to expand the marketing of Canada's Atlantic fish and shellfish catch.

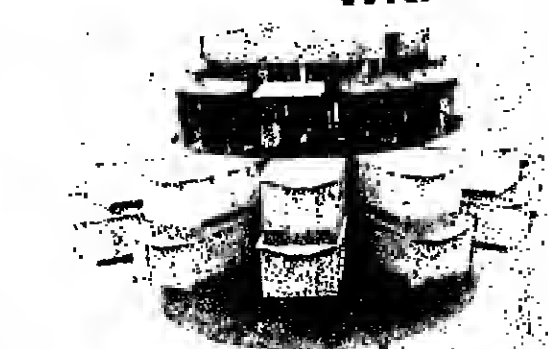
The Association's president and chief-executive officer Ronald Bulmer says:

"As a result of the federal government's 200-mile limit and the expected increase in the fisheries resource, better penetration of existing markets and the creation of new export markets have become vital to Canadian fish processors. Other nations, particularly eastern and western European countries and Japan, will now become significant buyers of Canadian-caught and processed fish", said Mr. Bulmer.

"More and more of the world's food supply will come from the ocean and through CAFE we intend to develop a greater share of these export markets for Canada. While many member companies have opened these markets to Canadian products, we can assist their efforts through better knowledge of the market and joint promotion and selling programmes on behalf of all members."

Mr. Bulmer will be the

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FISH HANDLING, processing and marketing

Swedish baskets tested on mackerel

THE Swedish Pellywell fish box system is being tried out by two firms during the Scottish mackerel season.

Described as a simple way of handling fresh fish, the Pellywell system consists of a basket of metal wire and an insert (or inserts) which can be of corrugated cardboard, cardboard or plastic. It was described in *Fishing News* fully during November last year.

The wire baskets provide the strong framework. They nest when not in use and stack into a secure structure. One particular advantage claimed for this is that, in a fast freezer or a cold store,

air circulates around the box inserts.

Processing and freezing plants in Scandinavian countries are making increasing use of the system.

In Britain, it is being handled by the firm Munkjo Marketing Ltd. which has been working on pilot projects in Scotland and will extend tests to the south-west of England for the coming mackerel season.

According to Gunnar Svensson of Munkjo, results in Scotland were encouraging. Tests were carried out at A-fish in Malleig and Aarestad in Inverness using 30kilo capacity boxes.

Further information about the system and its applications can be obtained from Munkjo Marketing Ltd., 5 The Curlew Yard, Thames Street, Windsor, Berks.

Right: air can circulate around Pellywell baskets stacked in cold stores. Cardboard inserts are used in the wire baskets.



SEAGOING SALT ICE MACHINE

FOR CARRYING 1,000lb. or more of ice aboard a boat an efficient and economical way could be with a Seafarer machine being imported from the USA by Cask of Grimsby.

There are five Seafarer sea water ice makers ranging in production capacity from 1,000 to 15,000lb. a day. They are all self-contained machines but each requires its own generating set, centrifugal pump capable of delivering 65 gallons of raw water per minute and a seawater strainer.

One of the main merits of the machines is that, by plugging into electric and fresh water mains, ice can be made before you leave harbour.

The process can then be continued, after leaving harbour, as soon as you reach a position where the water is clean enough to make sea water ice.

Full details of the machines are given in a brochure obtainable from Cosalt Ltd., Fish Dock Road, Grimsby, or any of the company's branches. From this it is possible to ascertain exactly what electric power is required to make different quantities of ice per day. The advantages of making ice from seawater are also explained.

Cleaning service aboard boats

CLEAN processing equipment aboard a boat not only looks nice but it is more efficient and safe. This is why fishermen are taking advantage of a range of cleaning products which come with a total service.

This service is being supplied by Estuary Decontaminants & Chemicals of Fraserburgh, which was formed in 1976 by Fred Kelly.

After realising the need for such a service, Mr. Kelly visited Norway and Denmark to study methods employed in Scandinavia.

The service includes cleaning and sterilising fish rooms, ponds and storage tanks. RSW refrigeration systems are also cleaned, this being important as a build up of

mediate reason why there should be anything, now kippers have been hit by consumer resistance, to change any of these factors.

Not even a 300% increase in herring prices during 1976, compounded by a further 200% rise last year has shaken his faith.

He recalls a queasy conversation in 1934 when he first joined the business with old Mr. Freyre, who was then probably the top herring man in Grimsby. "Don't come down here son, it's finished," he had warned. History has proved him right, but he'd cautioned the wrong person.

And Peterson's Red Arrow kippers look good for many more years.

LAST CURER

From page 25

the next six months at the present off-take. There's been fresh fish too, from the short file of Men season end from the Clyde.

Other problems like the shortage of granular salt and the lack of salt supply from the chip makers who suddenly shut down, or the deep litter people who have moved into the shavings market like the chipboard manufacturers, lie passed off as just another day-to-day difficulty.

Yes, Arthur Peterson is a difficult man to rattle. He has maintained output, staffing levels and, above all, his prices, for over most of the year so far and sees no im-

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FISH HANDLING, processing and marketing

'FN' FISH TRADING GUIDE

a new
regular
feature

THERE was a significant increase in imports of fish products during July and their value reached nearly £24 million. This represented a rise of nearly 13 per cent compared to June but, in contrast, British exports fell substantially during this period.

As a result of these trends, the trade deficit on fish products rose markedly and amounted to nearly £16 million in July. For the first seven months of the year, the gap has now increased to a record figure of £77 million.

going out

DURING July exports fell by 17 per cent and totalled £8.8 million. This decline affected almost all sectors, but the biggest drop was recorded with frozen fish; these products amounted to just over £2 million compared to £2.7 million in June. Fish fillets were also down significantly in this period.

Other sea products — particularly lobsters, oysters and crabs — were lower and their exports amounted to £2.0 million. This represented a fall of 13 per cent compared to the previous month.

TABLE 1 — EXPORTS OF FISH AND FISH PREPARATIONS — by regions				
	July 1978	June 1978	Jan-July 1978	Jan-July 1977
EEC countries.....	6,216	6,831	44,488	44,488
Other Western Europe.....	738	724	5,847	5,847
North America.....	885	722	4,462	4,462
Other developed countries.....	691	831	6,289	6,289
Latin America.....	28	63	349	349
Middle East & N. Africa.....	197	559	2,388	2,388
Other developing countries.....	219	708	8,552	8,552
Communist countries.....	—	109	4,938	4,938
Total.....	8,774	10,537	76,309	76,309
*Australia, New Zealand, South Africa and Japan.				

TABLE 2 — FISH, CRUSTACEANS AND FISH PREPARATIONS — by value				
	July 1978	June 1978	Jan-July 1978	Jan-July 1977
Fresh or chilled fish.....	4,000	4,000	4,000	4,000
Frozen fish.....	948	979	7,770	7,770
Fish fillets (fresh or chilled).....	2,038	2,724	25,488	25,488
Fish fillets (frozen).....	10	3	65	65
Fish meal for human consumption.....	670	968	5,736	5,736
Dried cod.....	—	—	90	90
Dried or salted fish.....	5	8	125	125
Smoked fish.....	244	238	2,853	2,853
Crustaceans and molluscs (including lobsters, oysters & crabs).....	473	444	3,809	3,809
Prepared or preserved fish (including caviar & canned salmon).....	2,892	3,318	19,243	19,243
Prepared or preserved crustaceans & molluscs (including crabs).....	1,361	1,612	9,788	9,788
Total.....	162	246	1,244	1,244

TABLE 3 — FISH, CRUSTACEANS AND FISH PREPARATIONS — by weight				
	July 1978	June 1978	Jan-July 1978	Jan-July 1977
Fresh or chilled fish.....	647	1,678	28,007	28,007
Frozen fish.....	2,146	6,122	107,784	107,784
Fish fillets (fresh or chilled).....	7	2	63	63
Fish fillets (frozen).....	533	861	8,188	8,188
Fish meal for human consumption.....	—	—	741	741
Dried cod.....	5	8	98	98
Dried or salted fish.....	359	270	7,346	7,346
Smoked fish.....	325	328	2,796	2,796
Crustaceans & molluscs (including lobsters, oysters and crabs).....	1,620	1,730	13,898	13,898
Prepared or preserved fish (including caviar & canned salmon).....	956	1,224	7,615	7,615
Prepared or preserved crustaceans & molluscs (including crabs).....	69	108	569	569

coming in

THERE was a sharp increase in imports of fish products from certain parts of the world. In particular, imported fish from Norway and some other countries in Western Europe rose significantly. They went up by 62 per cent in July and totalled £11 million. A big increase was also reported from the Communist countries, with their total reaching £890,000.

The value of imported fish fillets nearly doubled and amounted to £8.3 million. In other sectors, however, the trend was steady — particularly for frozen fish and crustaceans. Demand for dried and salted fish, however, was increasing and reached £474,000 in July, compared to £133,000 in the previous month.

TABLE 4 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS — by value				
	July 1978	June 1978	Jan-July 1978	Jan-July 1977
Fresh or chilled fish.....	2,970	3,405	26,092	26,092
Frozen fish.....	2,444	2,452	15,848	15,848
Fish fillets (fresh or chilled).....	64	66	618	618
Fish fillets (frozen).....	8,317	4,509	42,501	42,501
Fish meal for human consumption.....	—	—	8	8
Dried cod.....	4	8	48	48
Dried or salted fish.....	474	133	1,208	1,208
Smoked fish.....	45	28	223	223
Crustaceans & molluscs (including lobsters, oysters & crabs).....	2,061	1,799	11,829	11,829
Prepared or preserved fish (including caviar & canned salmon).....	4,171	5,739	41,920	41,920
Prepared or preserved crustaceans & molluscs (including crabs).....	3,246	2,829	13,986	13,986

TABLE 5 — IMPORTS OF FISH AND FISH PREPARATIONS (by regions)				
	July 1978	June 1978	Jan-July 1978	Jan-July 1977
EEC countries.....	6,449	8,565	45,982	45,982
Other Western Europe.....	11,052	6,800	55,177	55,177
North America.....	1,914	2,750	23,533	23,533
Other developed countries.....	1,238	1,997	12,236	12,236
Latin America.....	441	118	2,039	2,039
Middle East & N. Africa.....	233	310	2,041	2,041
Other developing countries.....	1,572	2,080	11,196	11,196
Communist countries.....	890	341	7,582	7,582
Total.....	23,789	21,029	153,273	153,273
*Australia, New Zealand, South Africa and Japan.				

TABLE 6 — IMPORTS OF FISH, CRUSTACEANS AND FISH PREPARATIONS — by weight				
	July 1978	June 1978	Jan-July 1978	Jan-July 1977
Fresh or chilled fish.....	5,219	5,541	46,224	46,224
Frozen fish.....	2,908	3,055	21,415	21,415
Fish fillets (fresh or chilled).....	51	60	384	384
Fish fillets (frozen).....	7,563	3,995	38,312	38,312
Fish meal for human consumption.....	—	—	1	1
Dried cod.....	2	3	26	26
Dried or salted fish.....	894	216	1,565	1,565
Smoked fish.....	16	16	107	107
Crustaceans & molluscs (including lobsters, oysters & crabs).....	1,441	1,305	8,545	8,545
Prepared or preserved fish (including caviar & canned salmon).....	2,728	4,026	27,265	27,265
Prepared or preserved crustaceans & molluscs (including crabs).....	1,226	1,109	6,001	6,001

SHOCK REPORT

From page 13

On acquiring the role of revealing just how serious the allocating quotas within the EEC's fish pond, the EEC Commission declared that it would abide by the scientific recommendations. This is the stance of the British Government which has been critical of other member states because they are not sufficiently conservation minded. In view of the hardships that adoption of the scientific recommendations would cause for British fishermen, it remains to be seen what approach the Government will adopt towards the proposals. By accepting them the Government will strengthen its case of being prepared to take the necessary conservation measures and this can only be of long-term benefit to British fishermen. On the other hand, the response of the other member states will be allowed to take.

Biggest
Scottish
halibut
cooked

CHEFS at Bournemouth's five star Carlton Hotel have cooked a world record halibut.

The monster halibut was landed at Aberdeen and weighed in at 183lb. gutted. It was gutted at sea and its head weight is estimated at 225lb. The record stands at just over 212lb.

The fish presented the chefs with more than a few problems in preparing it — that the outline Roger Chant (chef de cuisine) says he has never seen a fish so big.

"It's once in a lifetime — I wouldn't think I'll see anything like it again."

However the fish was eventually served to admiring guests in the hotel's Horizon restaurant.



50-mile licence plan

THE Shetland Movement set up to prepare evidence to the proposed Royal Commission on Shetland's future has agreed on two main objectives. Shetland should have control over licensing of fishing boats within 50 miles of her coast, also the island should have powers to reach reciprocal agreements with other areas over fishing.

Fishing stamps

THE POST OFFICE issues special stamps on an increasing variety of subjects, but it shows no sign of neglecting the British fishing industry.

Other countries are more forthcoming, however. In September two European states each introduced four distinctive stamps giving public publicity to their fishing industry. The first quarter came from Denmark and depicted fishing vessels in harbour, a trawler on a slipway, a fishing boat and nets hung up to dry.

Fish as an important national resource was the theme of four special stamps brought into use on September 15 by Portugal. Colourful compositions including catching, processing, canning, transport, export, technical education for fishermen and research were included. Will our own Post Office follow suit?

SIXTY TONS — that is the North Sea herring quota

A "RIGOROUS crackdown" on fishermen who ignore the ban on North Sea herring fishing and the new allocation for the Blackwater herring fishery for this winter have been announced.

The Blackwater herring TAC for the period October 9-December 31 is 60 tonnes though, as a Lowstock fishery, the allocation is passed on to the Thames Herring Management Committee which then shares the quota out among boats at Wivenhoe, Mersea and Thames estuary ports.

"The allocation each year is based on the size of the stock," said a fishery spokesman at Lowestoft. "The 80-tonne figure is a precautionary allocation and could be revised later in the year, depending on the strength of the recruit year class. At the moment, we have no idea what size it will be — and shall not have until the fishing begins."

There was little doubt, he said, that the Blackwater herring fishery had been "quite heavily" over-fished for a number of years and that was why strict controls had been enforced in the last couple of years.

"The stock at the moment is very small and the 60-tonne allocation has been set to enable us to accurately assess the strength of the incoming year-class," he said.

A spokesman for Ness Point Fisheries of Lowestoft, a firm which handles a large part of the Suffolk herring catch, said he understood the committee was proposing a share-out among its members of 250 tonnes per boat per week or 75 tonnes per day.

While the Blackwater herring quota was still being sorted out there came a warning that the ban on North Sea herring fishing would be "more rigorously enforced" — and that coastal patrols might be introduced.

Frank Moore, secretary of the Yarmouth Inshore Fishermen's Federation, said: "The Ministry say the herring ban will be enforced without fear or favour in future."

"It has not been rigorously enforced up until now — but we must make sure everyone obeys the ruling, whether they are part-time or full-time fishermen. Every effort will now be made to catch those who break the rules."

There has been a certain amount of herring poaching all along the Suffolk coast but, so far, fishery and ministry officials have tended to turn a blind eye. However, with a ban for full-time herring fishermen that situation is expected to change and "part timers" out to make a quick profit have been warned.

A ten per cent by-catch of herring is allowed when fishing for mackerel — any surplus has to be dumped back into the sea. "And that is a mad way to carry out conservation," said one retired Kessingland fisherman.

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"It has not been rigorously enforced up until now — but we must make sure everyone obeys the ruling, whether they are part-time or full-time fishermen. Every effort will now be made to catch those who break the rules."

There has been a certain amount of herring poaching all along the Suffolk coast but, so far, fishery and ministry officials have tended to turn a blind eye. However, with a ban for full-time herring fishermen that situation is expected to change and "part timers" out to make a quick profit have been warned.

A ten per cent by-catch of herring is allowed when fishing for mackerel — any surplus has to be dumped back into the sea. "And that is a mad way to carry out conservation," said one retired Kessingland fisherman.

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Safety appeal

AN APPEAL to governments to ratify a Convention designed to improve maritime communications and thereby increase safety at sea has been made by Mr. C. P. Srivastava, Secretary-General of the International Maritime Consultative Organisation, the United Nations maritime agency.

The objective of the Convention is to create a new international organisation (INMARSAT) which will establish a world-wide satellite communications system for the exclusive use of world shipping.

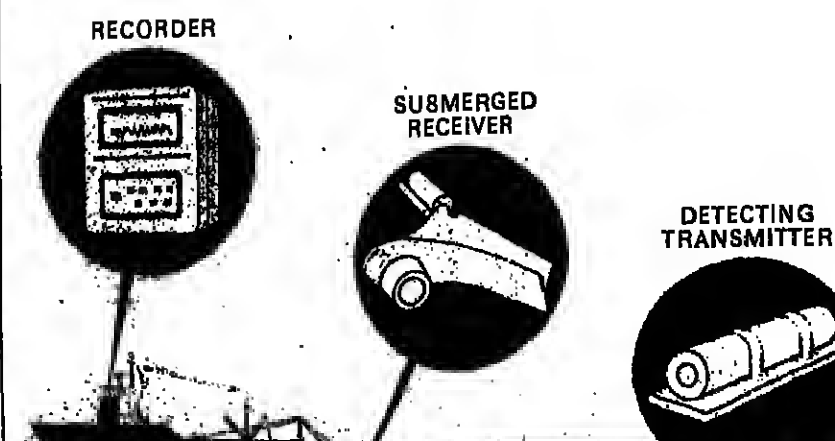
Shows you the depth of the headline below the surface, the character and position of the bottom relative to the headline and footrope, the presence of fish above and below the headline, and an indication of the quantity of fish in the net.

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AFTER A pretty shaky start the summer inshore dogfishing, which wound up at the end of September, has been one of the best for years. Six regular visitors totted up more than £20,000 apiece with the top dogger pulling in more than £50,000 from the four-month fishery.

The only hlemish in an otherwise vintage year for the liners was the absence of many of the Lowestoft fleet, but the Yorkies from Bridlington and Scarborough more than made up with a fine run of fishing.

The Grimsby boats *Ashville*, *Shearville*, *Shepherd*, *Lea*, *Danbri*, *Forest* and *St. Vincent* were all well in the money too and Skipper Sydney Carlton of *St. Vincent* told *Fishing News* he'd had a marvellous year in his Scots-built *Zulu*, although she was a later striver on the dogs.

St. Vincent works through the George B. Beo Ltd. agency, but by far the busiest was Sam Chapman & Sons Ltd. which landed about 16 different visitors, involving over 160 trips averaging around the 80-kit mark.

Certain to be an absentee among the Chapman visitors next year is *Geallachd Milla*, the one-time fly shooter with the almost unpronounceable name.

That very likeable character Walter 'Rat' Crawford of Scarborough, who has skippered the inshore boat on dogs in the summer and trammel nets in the winter for the past three years, has parted company with Sweet Promise (the Gaelic translation in a deal with owners at Newlyn).

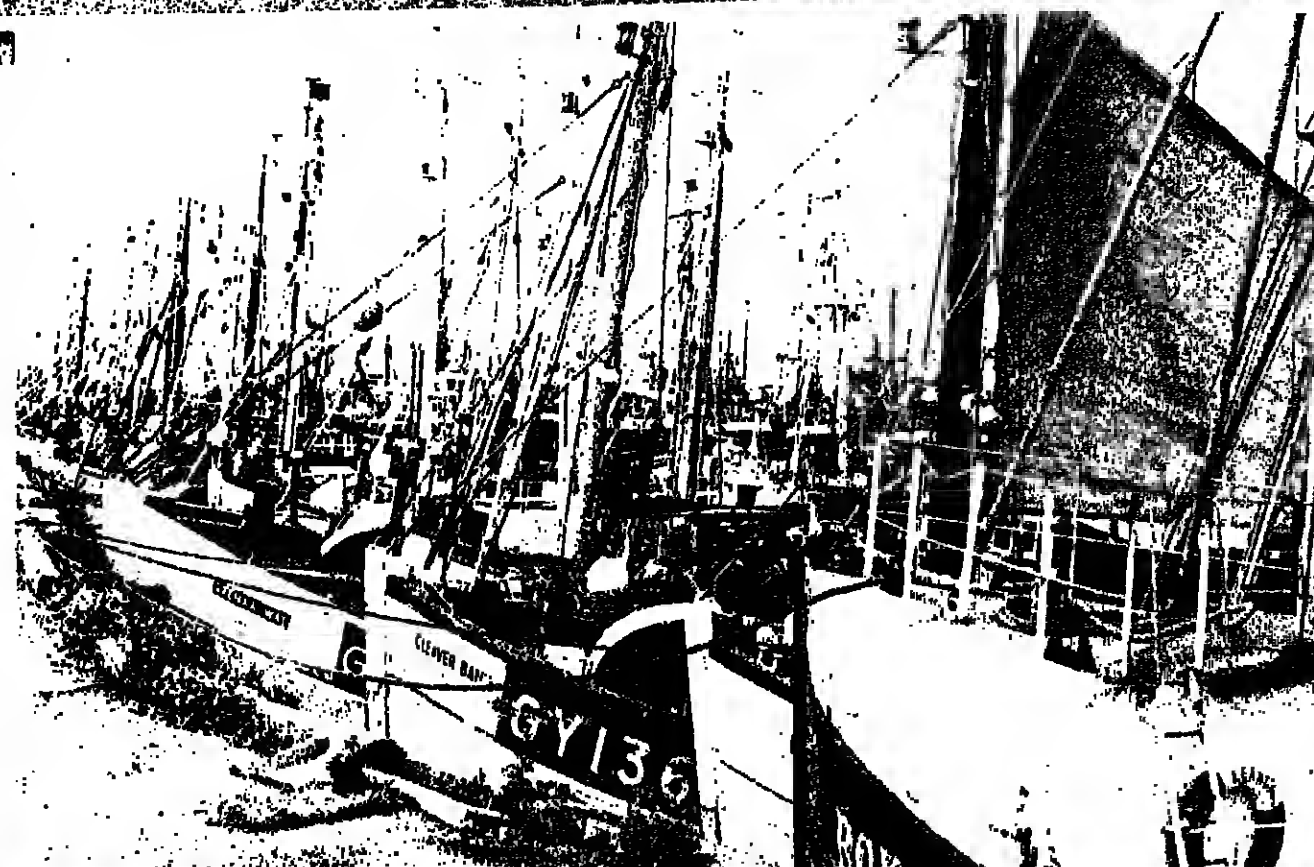
New career

Geallachd Milla landed her final trip under 'Rat' at Grimsby on September 14, picking up £857 from just 43 kits ("We took it a bit easy being the last trip in the old gal"), before steaming south to a new career lining over wrecks for conger.

Looking back over the summer, 'Rat' commented: "When we first started it was rubbish, and then it picked up into one of the best for a long, long time, with good prices right up to the end."

"Our only complaint has been the weather, but we're getting another good boat from Scotland and we'll be back again next summer."

More immediately the port should take delivery this month of *St. Leger*, the Paul-



INSHORE at Grimsby

A MONTHLY FEATURE

built North Sea steel pocket trawler for Thomas Hauling's Grimsby subsidiary, which has done so well during its first year at Grimsby.

It's an event these days when new tonnage comes along and although there has been a steady stream of second-hand vessels, mainly from Denmark, there's been only one brand-new seiner in the last 12 months!

Currently there are four others building and this figure would be more than doubled if WFA building grants are dolled out to various applications.

Laying up

By the end of the month the first anchor seiners will be laying up until the new year. Fourteen trips a year is a good

average for the seiners and most of the fleet were already on to double figures on trips when October began.

It's been a tremendous year especially the cod and codling fishing on the Clay Deepes, the Borkum Roughs and the Hailigoland grounds, which has really kept the port alive at a time when the trawlers are plainly, and tragically, on their way out. The summer seiner visitors

should also be heading for home this month. New to Grimsby this year was Skipper Tommy Kirk's Ann from Fleetwood and the little 22-tonner made a fine start with a string of good crossings through the United Seiners agency. Sadly, the season was marred last month by the accidental death of Skipper John Silvester, a well-liked fisherman who gave years of

Left: *Wayside Flower 2*: a vintage season dogging in her first full season working the summer from Grimsby. Below: *Waves II*, formerly *Alamo*. She is linking up with *Annie Kirk* in a new pair partnership within the Jubilee agency.

Left: seiners tied up between trips during a tremendous year. Skippers are already beginning to think about the traditional winter lay-up.

loyal service to the industry, and by the loss of the Danbrit-registered seiner *Ada Jeon*.

This vessel, renamed earlier in the year, will be better remembered as *Ada* and did a stint as a pier pair trawler in those early experimental days when so many thought the idea preposterous and were harshly critical.

Now, almost a month earlier than last year, *Margrethe Bojen* and *Frans Bojen* passed the £500,000 mark (on September 11), despite a June-long refit and are even £200,000 ahead of the port's top grossing conventional trawler.

Pairing

Not surprisingly more and more former trawler skippers are moving on to small boat pairing. In September a BUT top man Dave Scott's Ronnie 'Fluffy' Reeves joined the ranks with second-hand tonnage in the shape of *Annie Kirk*, from Denmark, at Ocean Reward from Scotland.

The former operator through the Jubilee Fishing Co. and the latter has been added to the Tom Skip (FS) Ltd. agency.

Following the sale of *Elan* in an internal deal with United Seiners, to Bill Anderson of Clacton, Skipper Allan Thinnessen is going across to Denmark to take his big replacement on purpose boat this month.

Potential

The second-hand vessel renamed *Sarah Thinnessen* and should give Allen more scope when industry fishing.

At the other extreme the port has been considerably livened up by the Hartley-registered *Waves II*, formerly *Alamo*. The red 28-footer, bought by Grimsby club operator John Clark, has been cutting a dash 'on trials' within the fish docks.



Skipper Barry Nerrick of Lowestoft is to command *Mohave*.

Mohave is now back in town after being fitted with a new winch. She is a steel-hulled stern trawler.

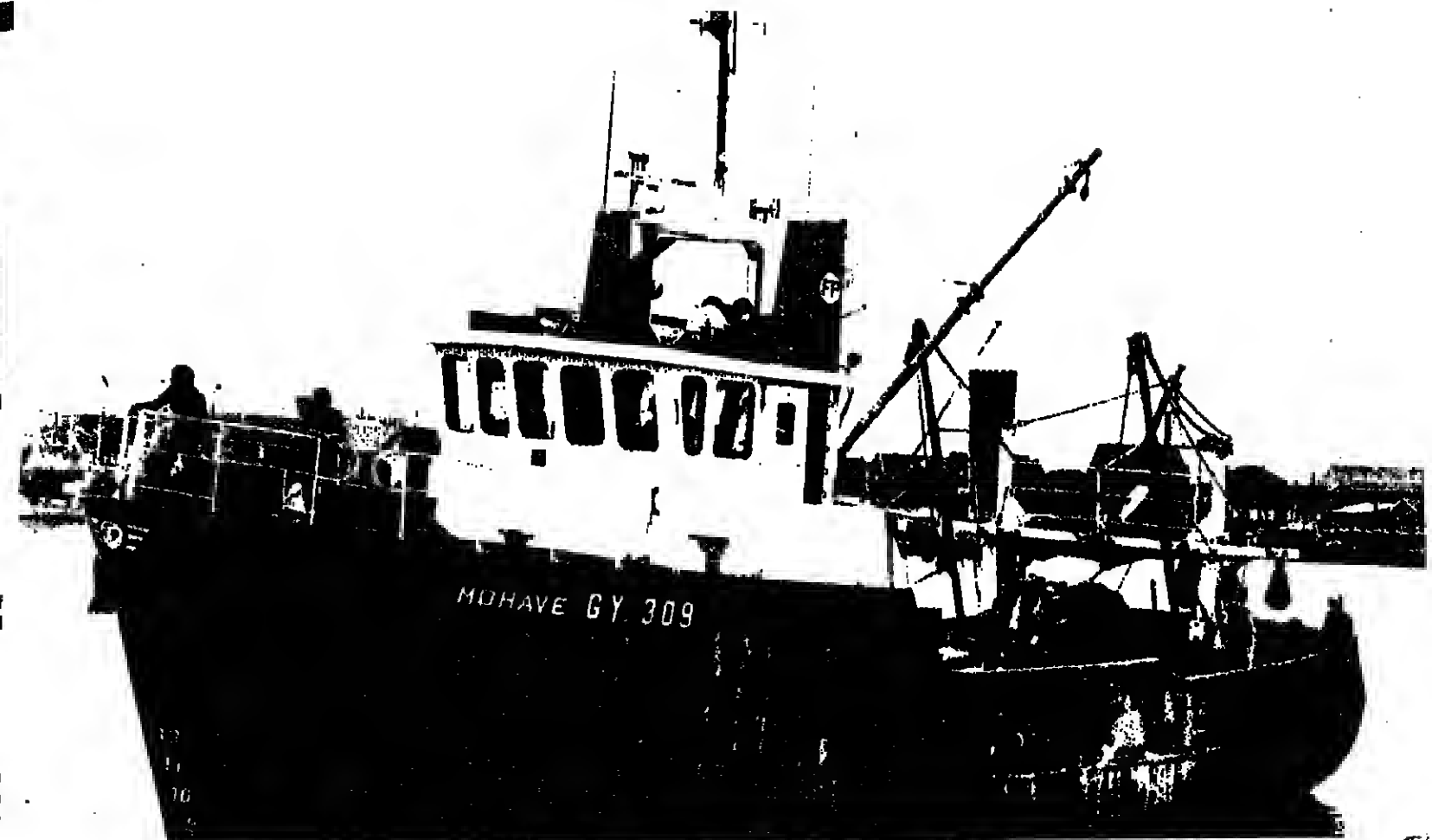
Once geared up she will likely be leaving to work trammel nets off the Humber coast. If and when she does, the 'red flesh' will certainly be missed.

Back into the fray is Skipper's steel stern dragger *Mohave* which has been fitted with a new Robertson revalve hydraulic trawl winch with manual brakes and clutch, type 12BD - 750 - 20-A.

Others

In the first installation of its sort at Grimsby and the work was done by BUT Engineers (Grimsby) Ltd. The chances are that if the successful sister-ship *Stoness* may get the same treatment.

Below: *Geallachd Milla* arriving at Grimsby in September for the last time with line-caught dogs. She has now gone to the south coast in search of conger.



Putting *Mohave* through her paces is that hard-grafting skipper from Lowestoft, Barry Nerrick.

Another interesting shore job was the snow-blasting and a complete repaint of United's inshore trawler *Jil-Annon* by Grimsby paint experts F. Bemrose Ltd. The firm has already built up a big reputation with the process on all steel vessels, but this is the first time it has been used to strip away an accumulation of old coats and dirt on a wooden hull. It was a huge success and left the woodwork perfectly clean and undamaged for the repaint.

An unexpected visitor on the fish docks in September, which gave quite a few people a shock, was a grey squirrel. However on the subject of animals and shocks spare a thought for the skipper who found a rat climbing up a trouser leg. They say he's been put off flared bottoms for life!

TOM WOOD



Left: *Mohave*'s big new twin-barrelled hydraulic winch by Robertsons of Fleetwood. It has simple levers (right) which allow easy operation.



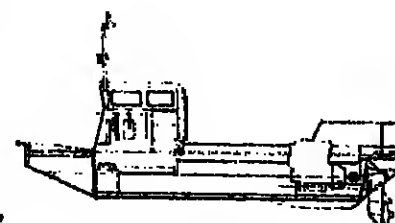
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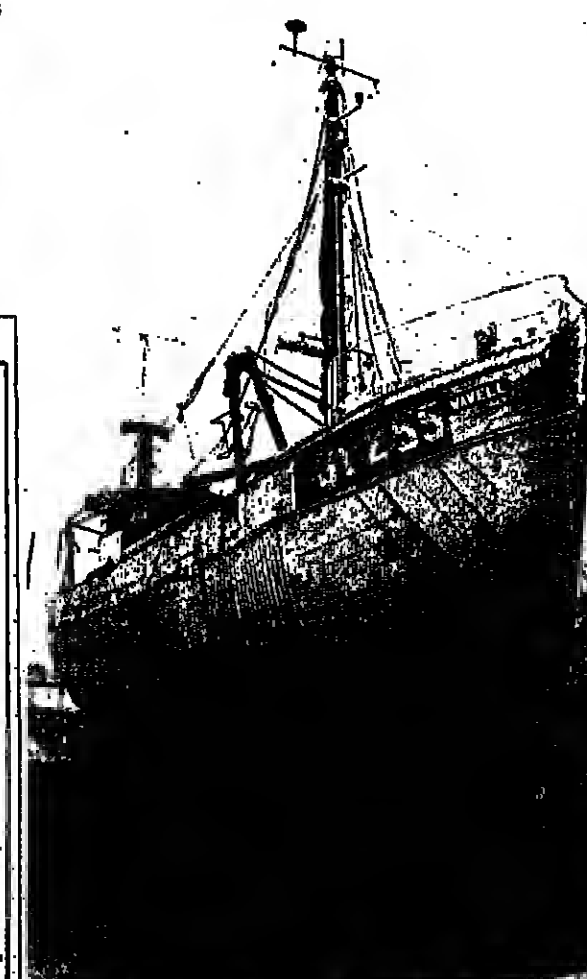
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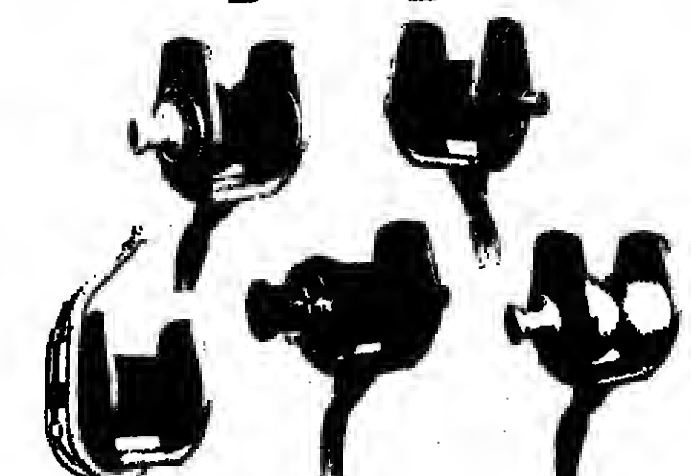
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A SECOND reprint of Edgar J. March's masterly book *Sailing Trawlers: The story of deep-sea fishing with longline and trawl, has been issued 26 years after it was first published. It covers a badly-neglected subject.*

It is the companion volume to *Sailing Drifters*, that other splendid reference work by the same author.

As the title implies, this weighty volume is the authoritative study of the vast fleets of sailing trawlers which once worked out of all the main English fishing ports from Victorian times until — surprisingly enough — less than 50 years ago.

Not only do the vessels come under Mr. March's inquiring microscope, but so does their history and life aboard in those bygone years when sound seamanship was the name for the survival of the thousands of fishermen who crowded these remarkable craft for generations, contently at the mercy of the elements.

FASCINATING RECORD OF DEEPSEA SAILING ERA

PUBLICATIONS

The rise and decline of the different vessels at each of the main ports is superbly handled. Fortunately the author was able to draw on eyewitness accounts, from the very last of the smackmen, which lift this admirable production way above more conventionally — researched works.

Plans

In addition Mr. March, who was a naval architect, painstakingly examines in minute detail all the technical aspects of hull construction, sailmaking and all the

various rigs. The verbal descriptions are augmented by scores of flawless line sketches and a wealth of scale plans in Mr. March's hand.

This large volume should deter no one. *Sailing Trawlers* is packed with interest for both the specialist historian and those with less precise nautical tastes, in a manner which is never dull. The clear and detailed text is enhanced by an excellent selection of 181 photographs, some more than a century old and, as Mr. March stated in the preface to the first edition, each is worth a page of description.

How right he was, for *Sailing Trawlers* is a treasure chest of fascinating and informative photographs which, in keeping with the general theme, serve to prove that cumbersome and primitive equipment in skilled hands so often produced astonishing results.

Very roughly the book can be divided into a lengthy discourse on the subject matter and at the back a section of outstanding scale plans which include the author's complete sets of drawings of every detail of the big Lowestoft smack *Master Hond* to gladden the hearts of modelers.

The narrative provides a finely — detailed and well-researched social commentary devoted to the historical

side of the industry and encompassing all aspects of sailing trawlers from their design and building methods to disasters and the outline histories of the main trawling ports.

Technical detail throughout is staggering, for the author had the advantage of being personally involved with the very last of the smacks. But the casual reader will not be over-awed for the text is skillfully laced with reminiscences, like that of the old smackowner who inquired the price of a new smack from a well-known firm and was asked: 'Do you want her 'made' or 'built'?'.

The chapters on life at sea and disasters are a moving record where the smackmen are seen largely under duress as very human men performing a difficult task with extraordinarily limited resources.

Despite the magnificent sea-going properties of the trawlers the weather took a terrible toll in terms of losses and lives. Today it is unthinkable that quite literally thousands of women and children were left destitute when their breadwinner failed to return.

Drowning

Would modern society tolerate 1,328 lives lost between 1884 and 1885 — when sail was at its peak — or dismiss 492 men and boys drowning in 1894 without a vociferous outcry?

The section on trawling stations leaves few stones unturned. The decline of Barking and Yarmouth, the fleet system and the discovery of the Silver Pits; regattas at Lowestoft, the evils of the coper and the apprentice system; costs and grossings and wages and sales; cutters and ketches, mules and mumblebees and even the Ramsgate tosher are all discussed in some detail. And Mr. March even found space for a brief glance at early steamers among the many other aspects the text covers.

This highly — professional study is rounded off by a

whole chapter devoted to *Master Hond* and the 30 sectional plans and drawings from a unique record of the sailing era by the author, made quite literally as the vessel was being scrapped around him. As an extra bonus there are no fewer than 18 other sets of working drawings of different types of vessels.

Definitive

It is hard to fault this welcome reprint. Inevitably, though, by covering so much ground Mr. March has occasionally disturbed controversial subjects, among his version without applying the alternatives. However, such instances are few and very far between and of interest only to the devoted historian.

Moreover, as he cannot point out, through its own efficiency the industry left itself many gaps which can now never be bridged. Clearly this book must act as the definitive work on sailing trawlers, placing the author in a class of his own way ahead of such poetic fishing historians as Albi Alward and Walter Wood, who actually lived through these days yet failed to chronicle them in any detail.

To be hypercritical, perhaps a pity that Mr. March's statistical research were somewhat tenuous, lacking in complete detail. This information may readily be obtained, but it is sought in the right place.

Nevertheless, *Sailing Trawlers* is a classic work, of immense appeal to anyone intrigued by the Devon and the Silver Pits; regattas at Lowestoft, the evils of the coper and the apprentice system; costs and grossings and wages and sales; cutters and ketches, mules and mumblebees and even the Ramsgate tosher are all discussed in some detail. And Mr. March even found space for a brief glance at early steamers among the many other aspects the text covers.

Sailing Trawlers, by Edgar J. March, is published by David & Charles Ltd., Boston, Newton Abbot, Devon. Price £10.50 net. February 1979 and £12.50. Available from bookshops or direct from the publishers (p & p £1.50 extra).

TOM WOOD

Recalling some of the stories which appeared in our columns this week 50 years ago.

OCTOBER 13, 1928

"SIR MARK SYKES," one of Fleetwood's largest steam trawlers, is sold to Argentina.

GRIMSBY'S Consolidated Fisheries buying two trawlers from Aberdeen to expand its fleet.

ABERDEEN fish merchants threaten to start their own trawler fleet to fish Icelandic grounds if the local vessel owners "will do nothing."

FASTEST boat in the world, *Miss America VII*, completes six one-mile runs at an average speed of 93 mph.

50 years ago

LARGE number of Fleetwood steam trawlers to be fitted with wireless. The move "does not meet the unanimous approval of all steam trawler skippers."

FISHING industry urged to show a united front as the railways in an effort to secure reasonable rates. Railway are "strangling the fishing industry."

GRIMSBY Fishing Trade Association holds 5th annual general meeting at the local sale market.

THE ATLAS Fishing Sonar 950 is the latest in fish detection from the German firm Atlas Elektronik.

The most interesting features of the sonar 950 are the display unit (Fig. 1) and the hydroacoustic multi-beam transceiver system. The latter enables a sector of 90 degrees to be illuminated by each single ping.

For the presentation of the huge amount of information received during each sounding period, there is a panoramic PPI display using a 44 cm TV tube.

As the total sonar information is stored by a micro-electronic memory, a steady, flicker-free, daylight picture is generated, allowing a relaxed observation of the screen.

The total picture innovation on the screen is as fast as the pulse repetition rate, resulting in an instantaneous recognition of shoals and their position relative to the vessel.

Targets are shown continuously in two planes, perpendicular to the other (e.g. horizontal and vertical). The position and the geometric pattern of the shoal represented true-to-scale on a brilliance modulated, red-like indication.

Signal to noise ratio for sonar reception and ship's own noise is much improved due to a special signal processing method, the so-called "piling" of up to four successive pictures.

Interference from other ships and sounders is also rejected by means of this geometric picture processing. So the "false alarm" rate (misleading echoes) is extremely low. The viewer can almost be sure that the echoes seen on the screen are indicative of fish.

In parallel to the optical display is a new sectoral listening channel, which facilitates the identification of echo direction and the correlation to the echo frequency.

It will be clear that with the panoramic display described above for the 950, the old step-by-step searchlight ranging method is unsuitable.

With the very long period needed for scanning a greater sector (up to 10 minutes for 210 degrees), the ship's movement during this time and the occurrence of "dead zones" would result in an uncorrelated, distorted and, hence, untrue picture.

Therefore it was decided to depart from the old searchlight sonar principle, introducing a powerful multi-beam acoustical illumination of the sea with a multi-channel sectoral reception.

This system is based on the multi-element high-power PZT ceramic transducer, which has been employed for many years with the Atlas fish finding equipment.

This transducer transmits stronger pulses than any

other system known. Equally important is the possibility whereby groups of elements can be built up with the uniformly high accuracy, essential for the application of so-called "phase synthesis" methods.

By this technique, the beam pattern and different beam directions can be formed electronically. This allows super-fast electronic training of a sharply focused transmission beam, and a multi-channel reception

system for echoes from different directions ("preformed beams").

Finally, the side lobes of the beam pattern are considerably reduced, which is essential for the reduction of reverberation and other interference (Fig. 2).

Each transmission pulse of the 950 covers a sector of 90 degrees. It is radiated in the form of 12 wedges in a bundle of 12 beams (Fig. 3).

During reception, the 12 beams from 12 directional reception channels form a simultaneous reception in 12 overlapping segments for the 90 degree sector. This allows a correct assignment of positional echo information.

As an echo can appear in several adjacent channels, a special interpolation filter system is used for the evaluation of the correct geometric pattern of the shoal to be displayed with correct attitude on the screen.

The high intensity sound pulses of the 950 hit every target within the sector many times a minute. On the steady daylight display, each echo is permanently presented and updated. Therefore the actual range performance is exceptional, even in shallow water. In practice it has been proved to be far superior to that of any searchlight sonar presently on the market.

Scottish skipper Jim Slater, who installed the raw sonar in his purse seiner *Sette Mori* last winter says: "I detected small spike echoes of

Panoramic sonar scores with longer range

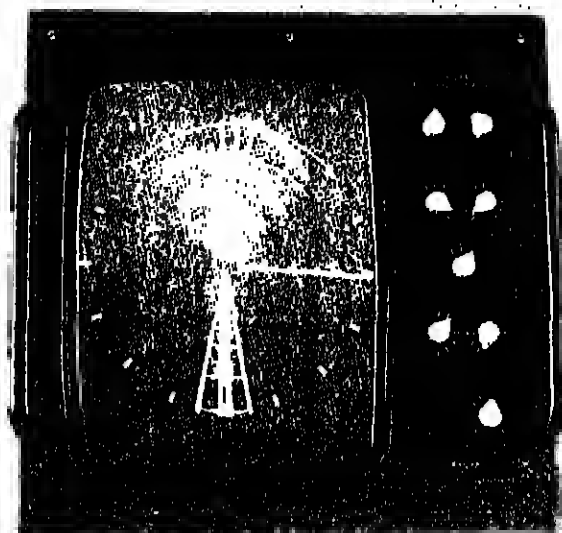


Fig. 1. The display unit of the Atlas Fishing Sonar 950 is designed to give a flicker-free presentation.

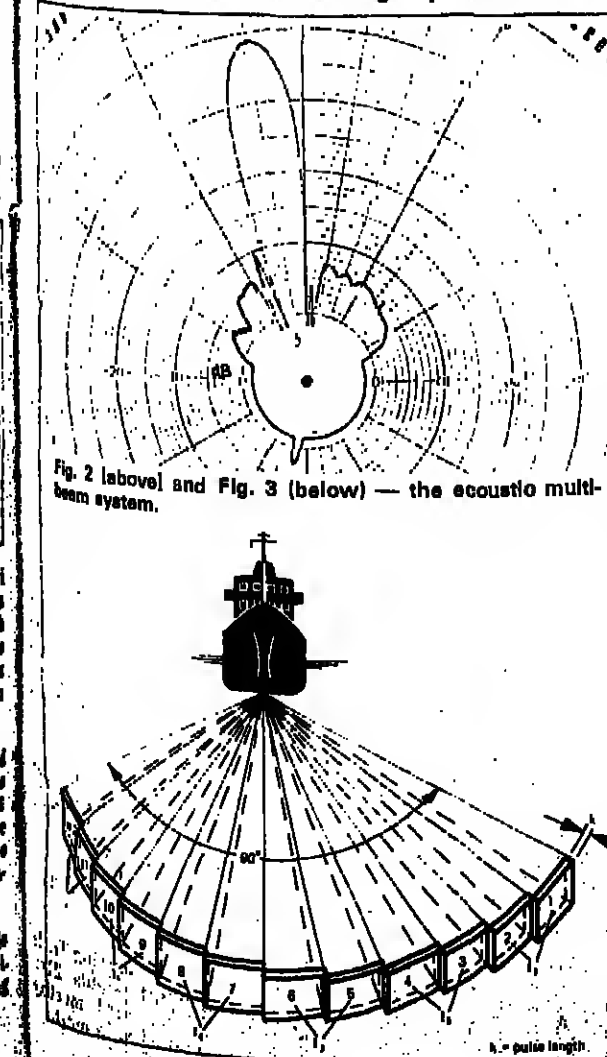


Fig. 2 (above) and Fig. 3 (below) — the acoustic multi-beam system.

Scotland's biggest purse seiner *Sette Mori* is equipped with the Atlas 950 and has tracked pilchards in 40 fathoms of water at 4,000 metres.

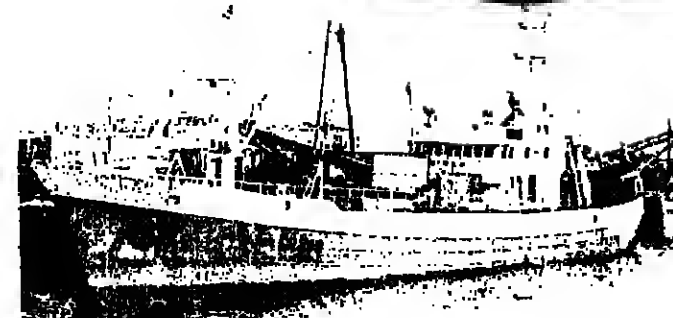
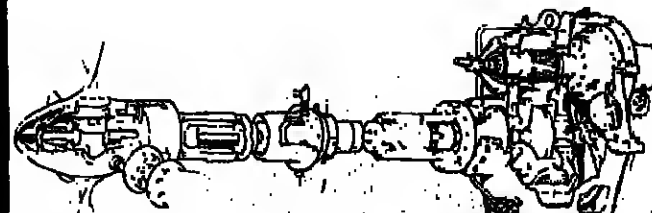


Fig. 4 — hull unit of the Atlas 950. The transducer shaft can be changed without slipping the ship.

The advanced Atlas 950 sonar, by S. MROSS, Atlas Elektronik

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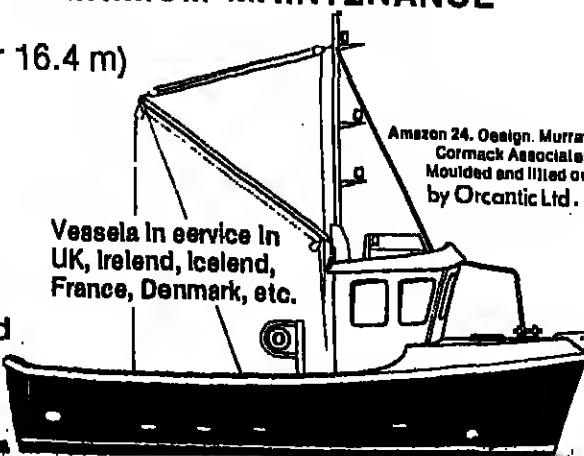
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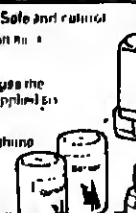
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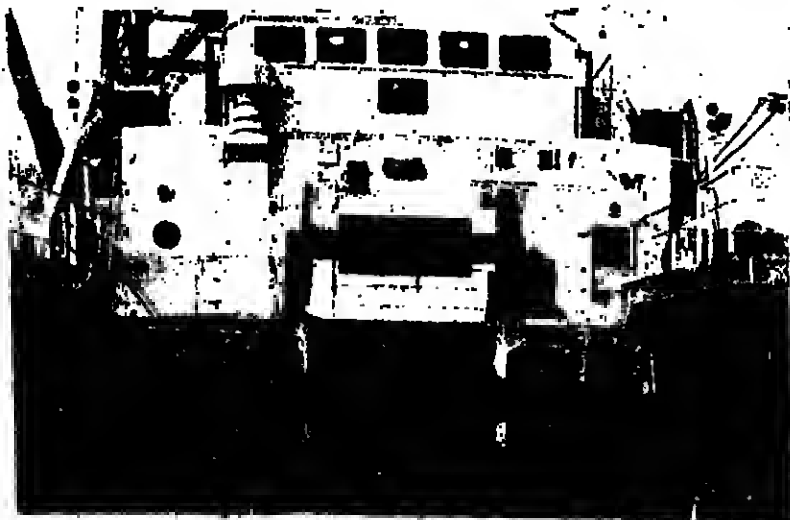
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